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TATE GALLERY MILLBANK

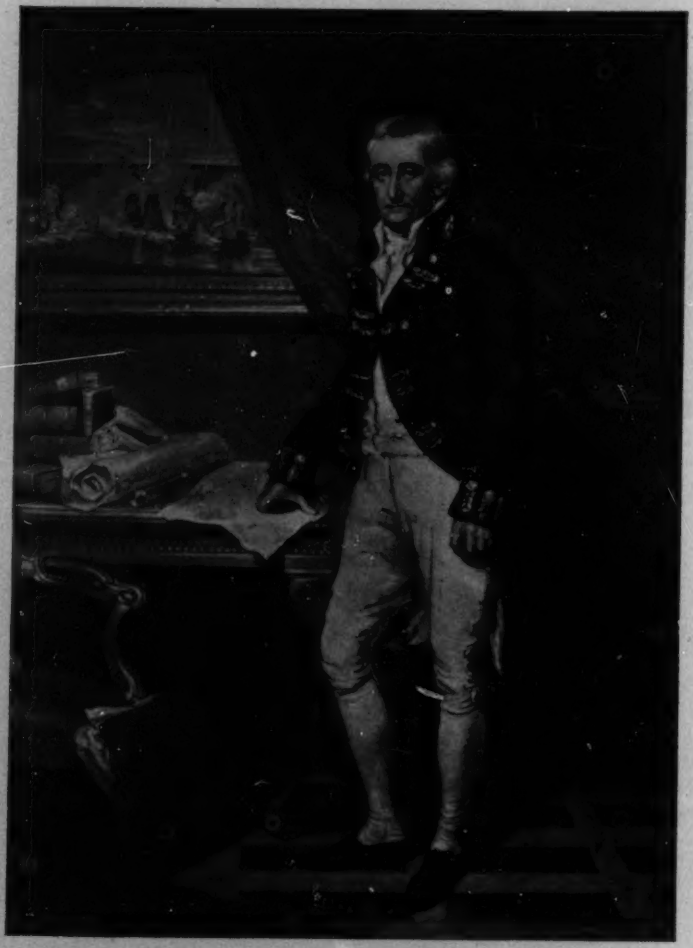
SHIPPING EXHIBITION

THE

MACPHERSON COLLECTION

(Upper Gallery)

ILLUSTRATED CATALOGUE



SIR NATHANIEL DANCE

CATALOGUE

OF

A LOAN EXHIBITION

OF

OLD SHIPPING PRINTS

SELECTED FROM

THE

Macpherson Collection

THE EXHIBITION OPENED BY

J. HERBERT SCRUTTON, Esq.

(Chairman of Lloyd's Registry of Shipping)

JUNE 18, 1924

THE MACPHERSON COLLECTION:

A FOREWORD BY CAPT. H. PARKER, F.R.G.S., F.R.Hist.S.

Author of "Naval Prints," etc.

HERE and there are persons who acquire prints as a hobby. Amongst these stands Mr. A. G. H. Macpherson, whose collection of old maritime prints may be regarded as one of the world's trsasures. Having watched this storehouse of national history grow up from infancy, it gives me great pleasure to write a word or two on the subject.

Like most hobbies, the collection had small beginnings. Mr. Macpherson, an enthusiastic yachtsman whose business once lay in Calcutta, began by purchasing a few lithographs of the old yachts. Next came the cult of naval print—first British, then American. There followed costumes and satires; seaports: discovery. Last of all portraits, until the whole has reached a total of something near 8000 items.

A collection to be worth while must be complete; of fine quality; instructive. When Mr. Macpherson had ransacked the print shops of the world he began the weeding out process. A print of poor condition was exchanged for a better specimen; a "first state" for an ordinary print. Finally he assembled his facts and data and embodied them in a comprehensive catalogue. And so this collection is not merely a wonderful record of history. It is equally a great record of art. Damaged or weak impressions are the exception, and to look through folio after folio of beautiful clean aquatints, mezzotints, lithographs—in short every process of the old engraver's art—all uniformly mounted on white cards, is indeed a delight to the connoisseur. It is invidious to pick out any particular section, though the beauty of the seaport views and the quality of the large mezzotint portraits leave perhaps the most lasting impressions. From the standpoint of rarity, the old sailing ships and some of the early American items may be specially mentioned.

As an acknowledged expert I can say that it is by far the most wealthy assemblage of marine pictures ever gathered together, and absolutely unique. Moreover, it can never be replaced. The individual, in fact, has accomplished what was obviously a national duty, and incredible as it may seem, the Macpherson Collection represents the only existing record of British maritime history. The regret must be that it is not in a national Institute where the public would have an opportunity of studying the story of the sea—a story that constitutes the world's greatest romance and teaches its greatest lesson.

June, 1924.

DETAILS.

THE MACPHERSON COLLECTION.

The following memoranda give the approximate number of items in each section. Old drawings and paintings are of course included. Unidentified items in (1) and (2) appear under the heading of "Miscellaneous."

(1) NAVAL (3240 items)

ACTIONS, 1620 (This figure represents more than double the number of prints in the "Cust Collection.") EARLY DISCOVERY, 290 (see 6). SHIPS, 746. CARICATURES, 390. REVIEWS, 35. UNIFORMS, 63. MISCELLANEOUS, 150.

(2) SHIPPING (1103 items).

SAILING SHIPS, 387 (East Indiamen, Clippers, etc.). STEAMERS, 531 (includes many of the early Atlantic Liners; also about 60 American River steamers). WHALING, 65. MISCELLANEOUS, 120 (excluding engine plans, etc.).

(3) YACHTING (325 items).

A comprehensive record of the sport in England and America.

(4) PORTRAITS (890 items).

Of the above total about 500 are purely naval. The general portraits include rulers, discoverers, buccaneers, scientists, and those connected generally with shipping and its advancement. Excepting a few of the more important individuals only one portrait of each has been acquired.

(5) SEAPORTS (2000 items).

A complete tour of the world. Earlier as well as later views are given, and several of the big ports, such as London, New York, Sydney, Cape Town, etc., are extensively dealt with.

(6) DISCOVERY.

The prints in this section are mostly retained in book form, consisting of works on discovery, old atlases, charts, etc. "Early Discovery" has been placed under the naval section.

In addition to the above there are a number of old illustrated books of naval and shipping interests.

The following gentlemen have contributed to the records of the Collection Catalogue:

Mr. Basil Lubbock and Major Heckstall Smith (Forewords to "Sailing Ships" and "Yachting"), Messrs. Frank C. Bowen, L. G. Carr Laughton, F. G. N. Wedge, and J. S. R. Gibbons. Assistance is also gratefully acknowledged from the following gentlemen: Capt. H. Parker, Messrs. P. Burdett, D. R. Bolt, W. J. Creasey, I. E. Hunt, W. R. Perrin, and F. C. Bradlee, of Marblehead, U.S.A.

This Exhibition consists of only a fractional part—less than a twentieth—of the Macpherson Collection, and is limited to items of a non-naval character. The catalogue was compiled and set up at short notice, and, as revision was impossible, indulgence is asked for any errors that may have crept in. The historical notes are necessarily short and merely excerpts from the Collection catalogue, in which full details are given.

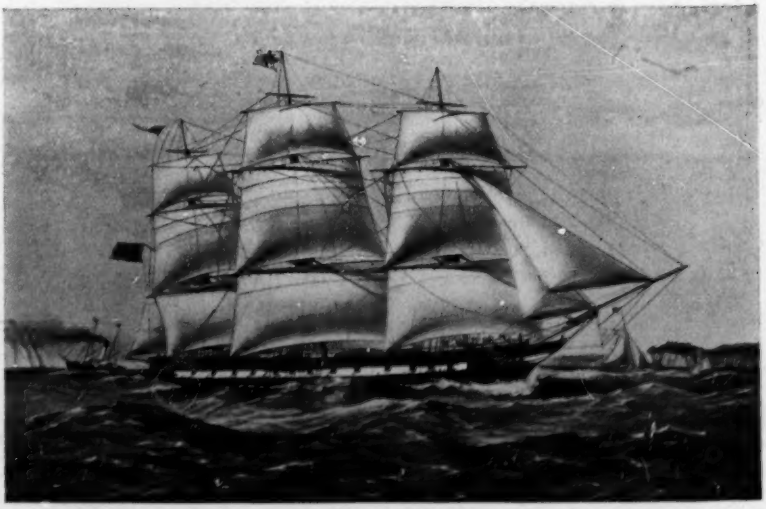
A series of about 700 photographs, taken from the originals in the Collection, is on view, and illustrates a large number of prints that are not displayed.

The Collection Catalogue may be seen on application to the Secretary.

Copies of the "Illustrated Catalogue" of the recent naval Exhibition held at Gieves are obtainable from the attendant.

The prints are in temporary frames.

AMERICA 8



ANGLESEY. 12

ANONYMA. 14

AMSTERDAM. 11

CATALOGUE.

1. "ABERGAVENNY." East Indiaman, 1,200 tons; built in 1796 and chartered by E.I. Co. for the usual period of six voyages. Sailed from Portsmouth February '05 under the command of Capt. Wordsworth (brother of the poet), and having lost sight of her convoy bore up for Portland Roads. The wind falling, she drifted on to the Shambles, and though she drifted off again, the water gained, and she sank within two miles of the shore in view of the whole fleet. An hour later a small sloop arrived and rescued 139 out of a total of 402. The print shows divers at work on her wreck.

aqua. 12½×19½. *Tomkin.* 1806.

2. ADELAIDE.

Col. Litho. 11¾×16¼. *Angas—Giles.*

3. ADEN. Up to the time of the circumnavigation of Africa, it was the chief mart of Asiatic produce for the Western nations.

Line. 7½×18¾. *Circa* 1680.

4. "ADMIRAL DUPONT." 705 tons; built in 1847 for the cross channel trade between England and Ireland. In the Civil War she was sent across the Atlantic to run the blockade and was captured and sold. Ran at one time between Boston and St. John's, N.B.

Col. Litho. 17⅛×24½ *by J. Bufford.*

5. "ADRIATIC." The last, the speediest, and the most luxurious of the Collins Line. She was built by George Steers in 1855 and cost £240,000; 5,880 tons. It was hoped she might retrieve the fortunes of the Company, but the reductions and final withdrawal of the subsidy by the U.S. Government, brought about its downfall. The "Adriatic" then passed into the hands of the Galway Line, an undertaking foredoomed to failure which was hastened by a series of unparalleled misfortunes.

Col. Litho. 15⅝×24⅜. *Parsons.* *Endicott.* 1856.

6. "ALARM." Originally a cutter, but like several others converted to a schooner after America's success. She was owned by Mr. J. Weld, one of the original members of the "Yacht Club"—a man to whom British yachting owes a vast debt. "Alarm" was built in 1830 in order to regain the supremacy of the big cutter class (see "Lulworth"). She annexed a series of King's and Queen's Cups; took part in "America's" race but went to the assistance of "Arrow." Seven years later she beat the former in a match by 37 mins., but the "America" was then much altered. Mr. Weld, who died at the age of 87, was predeceased a few months by his old skipper Corker, aged 83.

Col. Litho. 12½×17⅞. *Gilbert—Hicks.* 1832.

Whitechapel Art Gallery,
High Street,
Whitechapel, E.1

TELEPHONE
LONDON WALL 4692.

With compliments

J. N. D.

7. ALEXANDRIA. (One of a set of four.)
Col. Line. 8¼×15½. *Circa* 1700.

8. "AMERICA." The record of this celebrated yacht can only be shortly dealt with. Although Commodore Stevens brought the "America" across the Atlantic with the intention of only challenging British schooners, he waved this distinction and met all comers in the historic race of '51. Her superiority over the schooners was unquestionable, but the competing cutters were considerably smaller; three of the most dangerous were put out of action, and the little "Aurora" would have beaten her under any sort of time allowance. The direct influence of "America's" visit, however, was enormous, particularly as applied to sails, rig and construction. Indirectly, the many contests associated with her name have stimulated healthy international rivalry and contributed to develop the speediest class of vessel that brains and money could devise. "America's" subsequent career is full of romance. After going out to Australia, she turned up as a blockade runner under the Cuban flag. The Confederates purchased her to carry their agents, Slidell and Mason, to Europe, but they considered her too small and sailed instead in the "Trent." Hence the famous "affair." The Northerners afterwards found her scuttled in a Florida river and raised her and commissioned her as a gunboat with four guns. She then became a training ship, and as government property actually took part in the Cup Race of '70, finishing fourth. She was saved from the vandalism of being converted to a cargo boat during the recent war by the patriotic action of an American syndicate, and she is now to be seen at Annapolis, pensioned off as a naval museum.
Col. Litho. 15¼×23¾. *Dutton after Brierley—Day.* 1851.
(Winning at Cowes.)

9. "AMERICA." Sheer and half breath scale plan. (Pair.) Pub. 1853.

10. AMERICAN PRIVATEER. Her appearance suggests one of the little Baltimore clippers that gained such a reputation for speed in the 1812 war. Originally modelled after the French luggers of the Revolutionary War period, it was their lines that gave birth to the magnificent vessels of the clipper ship era.
Oil Painting. 11×15¾. *Burke.* 1815.

11. AMSTERDAM.
Line. 13½×20. 1660.

12. "ANGLESEY." 1,018 tons; built for Greens at Blackwall in 1852. She was a short deep ship with her mizzen pitched well aft, and had a wonderful figurehead of the Earl of Anglesey. This was always carefully covered up in port except on special occasions. Her run of 380 in '71 was the best ever done by any of the Blackwall fleet, and she was a fast little ship, even in light airs. She ran out to Australia in the 'sixties and early 'seventies when Greens disposed of her and she was off the register in '82.
Col. Litho. 12×18. *Dutton—Day.* *W. Foster.*

13. ANGLO-AMERICAN YACHT RACE of 1868. Won by "Cambria" q.v. (Also see "Sapho.")
Col. Litho. 14½×24. *Dutton.* *Foster.* 1868.

14. "ANONYMA." Brig of 450 tons built in 1839 at Gosport. She was formerly Col. Greville's yacht and sold to Jardines for the opium trade. In '50 she became a receiving hulk for opium at Namoa. A wonderful romance could be written round most of these little vessels which had to be prepared to meet every contingency of weather and were continually liable to attack from pirates as well as other smugglers—a term which must be applied to the clippers themselves. Whatever the morality of the trade, it produced fast ships and magnificent seamen.
Col. Litho. 15½×22⅜. *T. Hill—G. Pick.* 1846.

15. ANTWERP.
Line. 18×31. *Hoesnag. Circa* 1630.

16. "ARCHIMEDES." The first steamer to be fitted with Smith's patent screw propeller. Cost roughly £10,500; her tonnage was 237, and under favourable conditions she was able to do 9 knots. Made an experimental cruise round the British Isles in 1840, as the result of which the Admiralty was persuaded to consider the adoption of the screw propeller for the navy. She finished her career in the 'fifties as a sailing ship running between Chili and Australia.
Col. aqua. 14½×19¼. *Huggins—Rosenberg.* 1839.

17. "ARCTIC." Engine plan. 11¼ × 17⅝. 1855.

18. "ARIEL." In "The Great China Race." She was 1,058 tons, and one of Steel's most beautiful creations. Capt. Keay said "she could do anything short of speaking," though she was a wet little ship and as sensitive as a top. In light airs she could slip along at 4 or 5 knots whilst others barely had steerage way. In 1866 she was one of the heroines in the greatest race the world has ever witnessed. Three clippers left Foochow on the same tide, and after an interval of 99 days, docked in London on the same tide! The print depicts "Ariel" and "Taeping" racing neck to neck up channel with all their kites flying. The former led up to Deal where "Taeping" had the luck to pick up a tug first and so docked twenty minutes ahead of "Ariel." Meanwhile, "Serica," the third clipper had come flying along the French coast and just managed to save her tide before the dock gates shut. Of the other thirteen competitors, "Fiery Cross" and "Taitsing" started within a few hours of the above three and docked two days afte rthem. "Taeping" very rightly divided the premium money with "Ariel." The latter, on her return journey, went out to Hongkong against the N.E. Monsoon in 79 days 21 hours, pilot to pilot—a record that has never been broken. She did the second best time coming home, being beaten by her sister ship "Sir Lancelot." In '72 she was posted as missing, the general belief being that she broached-to when running her easting down and foundered.
Col. Litho. 12×24. *Dutton.* *Foster.* 1866.

19. "ARROW." Cutter, 102 tons. One of the celebrities of her age. Built in 1821 for Mr. Weld, her lines being taken from a wrecked French smuggler. Won the first cup given by the "Yacht Club" (afterwards R.Y.S.) in '26, but when beaten for the first time by "Pearl," Mr. Weld discarded her and she lay on the mud for years till purchased by Mr. Chamberlayne, a great sportsman and president of the M.C.C. Replanked and lengthened, she resumed her place amongst the cracks, racing with extraordinary success year after year and winning the highest honours. Even in '79 she was able to claim 10 prizes in 19 starts, and she finished her career on the Solent that season by a sensational victory over the crack cutter "Formosa." The latter was subsequently purchased by the Prince of Wales (King Edward) who sailed his first yacht race in "Arrow."

Col. Litho. 12½×18½. *Taylor—Dutton.* 1855.

20. "ASIA." Cunarder; 2,226 tons 750 h.p. Built by Steels in 1850. As illustrating the difficulties of early steamship owners, she carried 950 tons of coal and only 500 tons of cargo. Under the command of the famous Capt. Judkins, she broke both the homeward and outward records and proved a fast ship (12½ knots) though a coal-eater. Converted to sail in '68, and two years later was burnt at Bombay.

Col. Litho. 15½×23½. *S. Walters—Dutton.* 1851.

21. ASTRONOMERS, etc.—Small early portraits. DR. DEE (1527-1606). Showed his magic glass to Queen Elizabeth. Published works on navigation and geography. TYCHO BRAHE (1546-1601). Celebrated Danish astronomer; established an observatory at Copenhagen. Made some important discoveries, but held greatly erroneous views as to the movements of the earth, sun and planets. MERCATOR (1512-94). Belgian geographer; gave his name to the projection adopted in charts. HONDIUS (1563-1611). Map maker and engraver.

22. ATHENS.

Col. aqua. 10×16. *Dodwell—Havell.* 1821.

23. "ATLANTIC"—the pioneer vessel of the unfortunate Collin's Line; built at New York 1850—2,860 tons. She initiated the straight stem, and was the first vessel to be steam-heated throughout. Broke her paddle shaft in '51 and given up as lost, and in repairing her the opportunity was taken to make several improvements. After the collapse of the line was laid up till the Civil War, when she was utilised for trooping. In '66 acquired by the short lived North American Lloyd Co.; broken up '71.

Col. Litho. 15½×23½. *S. Walters—Picken.* 1855.

24. "ATLAS." East Indiaman, 1,291 tons, built near Hull in 1812 for James Staniforth. She carried 26 guns and had a crew of 130 men. Taken up by the East India Co. for six voyages, and on the breaking up of its fleet was sold for £4,100. Her day was that of the Great Monopoly, when the Indiaman snugged down every

night and "safety first" was the principle. Then came competition and the hard driving American skipper, and the arena was cleared for the clipper ship.

Oil Painting. 15½×22. *Huggins.* *Circa* 1820.

25. AUCKLAND, N.Z. (One of a set of four.)

Col. Litho. 10¾×16¾. *Hogan—Standidge.* 1852.

26. AVERY, Capt. John. Pirate. Mate of a Bristol privateer which he captured (1694) from a drunken captain. Sailed to Madagascar—the rendezvous of East India pirates—and was there joined by two sloops. His most famous exploit was the capture of the ship owned by the Great Mogul (shown in print) which carried his daughter and several distinguished members of the court proceeding to Mecca on pilgrimage. That potentate was so enraged when he heard of the incident that he threatened to extirpate the English in India. Avery managed to get most of the booty on to his own ship, and then left hurriedly for Providence where he sold her. He fell amongst sharks at Bristol when trying to dispose of his jewellery, and eventually died at Bideford about 1700 "not being worth as much money as would buy him a coffin."

Line. 11×18. *Tett—Pritchard.*

27. BACKWELL, Edward. Alderman; merchant. One of the principal founders of the English banking system. Bought old Bushey Park from the Commonwealth; also the silver taken by Blake from the pirate fleet. Peppys makes numerous references to him in his diary. Was sent by Charles II to receive the purchase price of Dunkirk, and was the intermediary between that monarch and Louis in their monetary transactions. When Charles closed the exchequer in 1672, Backwell was sued by some of the King's creditors and judgment was given against him. Died 1683.

Line. 22⅜×16⅜. *Contemp.*

28. "BALTIC." Collin's Line steamer and a sister to the "Atlantic." Built in New York in 1850 at a cost of £700,000. After the loss of the "Pacific" in '56, she was fitted with extra water tight bulkheads. On the collapse of the line she was laid up, but was chartered by the U.S. Government in '61 and carried the Fort Sumter garrison to New York. At the conclusion of the war she was taken over by the North American Lloyd, and on her subsequent conversion to sail made some fast passages between 'Frisco and Europe. Scrapped at Boston in '86.

Col. Litho. 15⅜×23⅜. *Parsons—Endicott.* 1855.

29. "BALTIC." 3,707 tons. White Star Liner, built by Harland and Wolff in 1871. She was an improvement on the famous "Oceanic," and conspicuous for her economy, her compound engines only burning a little over 2 lbs. coal per h.p. per hour at 14 knots—then regarded as remarkable. On her return maiden voyage from New York she raced the "City of Paris" home and beat her 5 hours. Sold to the Holland American Line in '88 and renamed "Veendam," and lost ten years later through striking a derelict in the N. Atlantic.

Oil Painting. 21½×36. *A. Jacobson.* 1873.

30. BALTIMORE.
Col. aqua. 16½×22¾. *J. Beck—T. Cartwright.* 1802.

31. BARCELONA.
Col. aqua. 13×18. *Garneray—Hymely.*

32. BARENTZ'S VOYAGE. Twelve incidents out of a set of 30 dealing with the last of the three voyages made by Barentz (1594-6) to discover a N.E. Passage beyond Norway and Muscovy.
Line. 4×5½. *Venice.* 1599.

33. BATAVIA.
Line. 16½×20½. 1632.

34. "BATAVIER." Pioneer steamer of the Netherlands S.S. Co. plying between London and Rotterdam. She is mentioned in Thackeray's "Vanity Fair," and was a most successful ship although possessing a bad reputation for smuggling. Became a coal hulk in 1855.
Col. Litho. 16¾×25¾. *Jones and Causton.*

35. BELFAST.
Col. aqua. 18½×22⅜. *Thompson—Jukes.* *Thompson.* 1805.

36. "BEN-MY-CHREE." 399 tons. The first iron steamer of the Isle of Man S.P. Co., built by Napier in 1845. She was given the engines taken out of the "Queen of the Isles," whose hull was worn out. The bill for her construction was £11,500, and it speaks well for Napier's work that after 15 years she was sold for £500 over this figure.
Col. Litho. 13¾×20½. *Heard—Miller.* *Backwell.*

37. "BENTICK." P. & O. paddle steamer built in 1843; 1,974 tons. She was specially designed for the Suez and Calcutta service, the mails and passengers going overland to and from Alexandria. She had a sea speed of about 11 knots but consumed no less than 6½ lbs. of coal per 1 h.p. per hour. Sold to Calcutta Government in '60.
Col. aqua. 14⅜×23½. *Huggins—Duncan.* 1844.

38. "BERENICE." Hon. E. I. Co.'s war steamer, built by Napier. She carried one long 68 pdr. and two 32 pdrs.
Col. aqua. 14⅜×27⅞. *Huggins—Duncan.* 1837.

39. BERMUDA SCHOONER. (Three-masted.) Interesting early evidence of the Bermuda rig—now so fashionable.
Oil Painting. 12×17½. 1834.

40. "BLENHEIM." East Indiaman, 1,350 tons. In "Merchant Shipping" with "Mor," "Fort William," "Marlborough," and others. She and the "Marlborough" were magnificent vessels owned and constructed by T. & W. Smith (1846-8). They were specially built under Government supervision and given certificates as being capable of conversion to frigates. At the great Exhibition of '51 they were presented with silk ensigns as being the finest ships in the

British Mercantile Marine. That they were not too slow was proved by the "Marlborough" going out to Melbourne in '78 days in '53. They both ended their days as hulks.

Col. Litho. 15⅜×24. *Brierley & Dutton—Day.* 1854.

41. BOMBAY. From Malabar Hill. (One of a set of four.)

Col. aqua. 15¼×25. *J. Wales—R. Cribb.* 1800.

42. BOSTON.

Col. Line. 10⅜×17½. *Carwithan.* *Carrington & Bowles. C.* 1750.

43. BOULTON, Matthew. 1728-1809. Engineer. Was James Watts' moneyed partner, and it was due to Boulton's encouragement and liberality that the latter was able to perfect his steam engine. The firm subsequently became world famed for its machinery and the quality of its marine engines.

Mezzo. 12⅛×9⅞. *C. F. de Breda—S. W. Reynolds. (Proof.)* 1776.

44. BRIGHTON.

Col. aqua. 16⅜×35. *Cordwell—Sutherland.* 1821.

45. "BRITANNIA." 1156 tons. The pioneer steamer of the Cunard Line. Built 1840. Had a speed of 8½ knots on 36 tons of coal a day. She could only carry 225 tons of cargo, but had accommodation for 115 passengers. Sailed from Liverpool on Independence Day and took 14 days 8 hours to Boston, calling at Halifax—a passage then regarded as a triumph. In '42 Dickens was one of her passengers. The incident in the print shows her caught in the ice at Boston in '44 when the citizens all turned out and cut a passage seven miles long to enable her to reach clear water. After making forty passages across the Atlantic, she was sold in '49 to the German Government.

Col. Litho 15⅜×25¼. *King—Vandricjurt.* 1844.

46. BRITISH ISLES.. Map. (Ptolemys.)

Woodcut. 14¼×20⅜. *Circa* 1500.

47. "BRITISH QUEEN." 1,862 tons; 500 h.p. Built with the intention of being the first British steamer to cross the Atlantic, but financial troubles delayed her completion, and she didn't sail till 1840, when she made a passage of 16½ days to New York. She only put in nine voyages, and was then sold to Belgium, the Government being desirous of encouraging steam navigation. She proved, however, a wretched speculation, and was eventually broken up for her material.

Col. aqua. 15⅜×24⅜. *Huggins—Duncan.* *Huggins.*

48. BRITISH STEAM VESSEL.

Col. aqua. 14¼×21¼. *(Inset below of cabin.)* *Ackermann.* 1817.

49. BRISTOL.

Map. *Speed.* 1610.

50. BRISTOL.

Col. aqua. 16⅛×23½. 1817.

51. BRUHL, John Maurice, Count of.—(1736-1809.) Diplomatist and astronomer. Born in Saxony; ambassador to London 1764-1809. Published numerous astronomical works.
Mezzo. 15½×12⅜. *J. Northcote—S. W. Reynolds.* 1813.

52. BRUNEL, Mark Isambard. 1769-1849. Engineer. Served for six years in the French Navy; migrated to America, and as chief architect in New York erected an arsenal and canon foundry. Returned home in '99 and patented machinery for making ships' blocks. Made many improvements at Chatham, Woolwich, and Liverpool Docks, his most remarkable undertaking being the building of the Thames Tunnel which was opened in 1843. Made several experiments in steam navigation, and assisted subsequently by his son (the builder of the "Great Eastern") exploited for several years the possibilities of carbonic acid gas as a motive power, but the cost of the machinery prevented its introduction as a substitute for steam.
Mezzo. 17½×14. *Northcote—C. Turner.* (*Proof.*) 1815.

53. BUENOS AYRES. (One of a pair.)
Litho. 9⅜×14½. *M. Ouseley—Needham.*

54. CALCUTTA.
Col. aqua. 16⅜×23⅜. *Daniell.* *Daniell.* 1797.

55. "CAMBRIA." Schooner; 199 tons. Built by Ratsey in 1868 for Mr. Ashbury, in which year he defeated the American "Sappho" and three others in a race round the I. of Wight. She was the first yacht to try and win back the "America Cup," and on her way across the Atlantic in '70 sailed a match with the American schooner "Dauntless" and just beat her by an hour. In the Cup Race, for which a field of 28 turned out, she could only finish tenth though given choice of berth—"Magic" being the winner. She subsequently sailed in a series of races over there, but met with little success.
Col. Litho. 14⅜×24½. *Stopford—Dutton.* 1871.
(The start in her match with "Dauntless.")

56. CAMPEACHY. Mexico. (Popular resort of 17th century pirates.)
Line. 11½×14½. 1671.

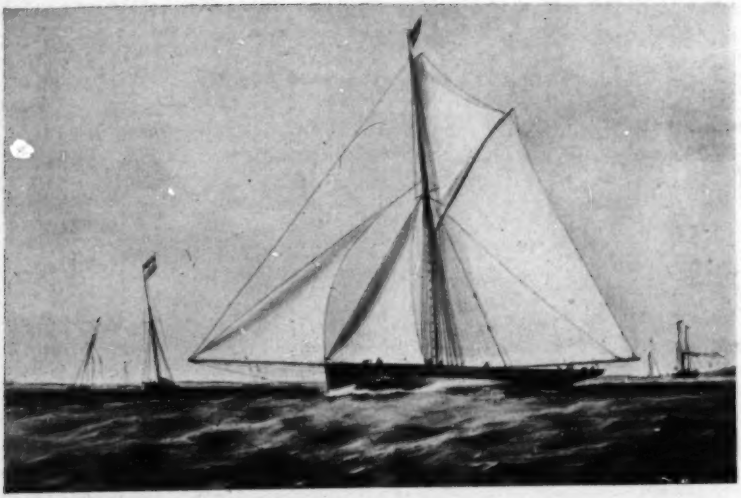
57. CAPE COAST CASTLE. (One of a set of four.)
Col. aqua. 15⅜×22. *Webster—Hill.* 1806.

58. CAPE OF GOOD HOPE.
Original col. Dutch etching. 11½×16⅜ *C.* 1690.

59. CAPE OF GOOD HOPE.
Col. aqua. 15⅜×25⅜. *Huggins—Sutherland.* 1824.

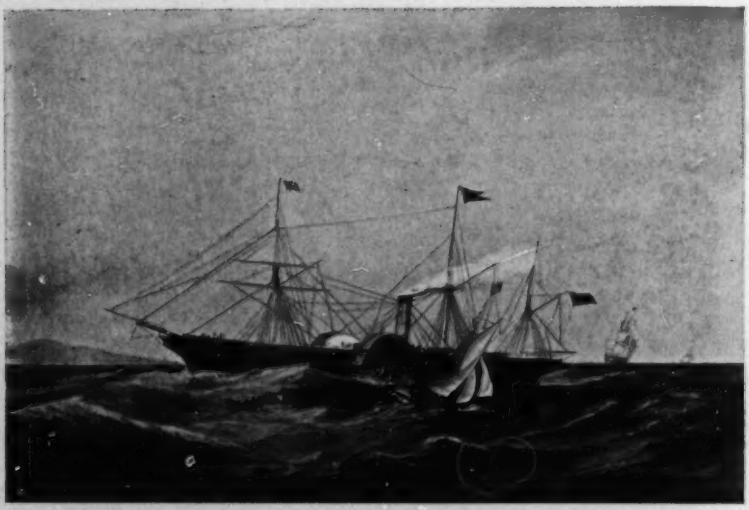
60. CARACAS. (One of a set of four.)
Line. 11½×19⅜. *Grellier—Brieva.* 1775.

61. "CAROLINA." The print represents George II going on board the "Yatch Carolina" attended by Lord Anson after the latter's victory off Finistere.
Line. 17⅞×22⅞ *by Boydell.* 1750.



ARROW. 19

ATLAS. 24



ASIA. 20

BÁLTIMORE. 30

62. "CHANCELLOR LIVINGSTON." Built by Fulton in 1816 and named after his great patron. With a tonnage of 496 she was then by far the biggest steamer ever built at New York, and was regarded as the climax of Fulton's genius, though he didn't live to see her launched. In '17 she made a record passage from Albany to New York in 18 hours, and for over ten years was a great favourite on the Hudson. She was then considerably altered and put on the Long Island Sound run, and in '32 transferred to the Boston and Providence service. Two years later she was dismantled and her engines placed in the new "Portland" where they did good service till the latter's wreck in '48.
Dutch aqua. 9½×22. *Klinckowstrom—Abrele.* *Circa.* 1818.

63. CHARLES II. King from 1660-85. Generally accredited with the introduction of yachting into England. During the earlier part of his exile in the Scillies and Channel Islands took keen interest in boat sailing. To mark its appreciation, the Dutch East India Co. presented Charles at the Restoration with the "Yatch Mary"—a vessel which created a considerable sensation on her arrival in the Thames and was soon being duplicated by the great Phineas Pett. The King's interest in his new plaything, however, proved as fickle as in other directions, and the phase soon passed. A number of vessels under the designation of "Yatch" continued to be built, but they were almost entirey used for purposes of state.
Mezzo. 13⅜×10½. *(Oval.)* *Levy—Blooteling.* 1680.

64. CHARLESTON. S.C., U.S.A.
Line. 13×20⅞. *T. Mellish—C. Canot.* 1760.

66. CHINESE FISHING BOAT. With roller Lateen mainsail.
Col. Line. 10×12⅜. 1599.

67. CHRISTIANIA.
Col. aqua. 12×15⅝. *Lorentzen—T. G. Hoat.*

68. CHRISTOPHER COLUMBUS. Allegorical print of his earliest voyage.
Line. 7⅛×10⅜. *Circa* 1600.

69. COLOMBO.
Line. 11⅜×15⅛. 1703.

70. "COLUMBUS." 325-ton paddler, built in 1838 for the purpose of testing Howard's quicksilver boiler, which contained the germ of some great ideas in the way of high pressure, and was given a trial in the Navy. It was maintained she could stow sufficient fuel for 50 days on the same draft that an ordinary steamer could stow for 12. She cruised round the coast and maintained a speed of 10 miles an hour, burning three tons of mixed coal and anthracite per day. An explosion, unfortunately, led to the abandonment of the scheme of taking her across to New York.
Col. aqua. 14⅛×22. *Huggins—Rosenberg.* 1837.

71. "COMET." The first passenger steamer built in Europe; constructed for Henry Bell in 1812 by John Wood of Glasgow. When Bell laid his original plans before the Admiralty Nelson was the only one impressed, and even his weight could not carry the Board. She was 42 feet long and had an engine of 4 h.p., whilst the boiler was supplied by David Napier at a cost of £52. Her tonnage was a little over 24. She was first given two paddles on each side, but this, as in previous experiments, proved a failure, and when one pair had been taken out she had a speed of about 5 knots. In '12 she was advertised to carry passengers between Glasgow and Greenock, and six years later lengthened to 60 feet and given a new engine. This increased her speed but ruined her owner. She was gradually sent on longer passages, and whilst doing a trip to Fort William in '20, was wrecked outside Crinan. The engine was salved and is preserved at Glasgow.

Scale Plan. 9⅛×15½. 1838.

72. "CONSTANCE." Barque, 578 tons, owned by Marshall of London; built at Sunderland 1848. She was one of the first ships to sail on the Great Circle Track recommended by Lieut. Maury, U.S.N., and caused quite a stir by getting out to Adelaide in 77 days. Previous to this, voyages of 120 days, based on Admiralty advice, had by no means been uncommon. "Constance" was sold to T. Eldridge in '67 and disappears from the Register shortly after. Maury's observations and sailing directions proved of inestimable benefit to the world and saved owners millions of pounds. The fact was recognised in a presentation to him at Willis' Rooms in London in '66.

Col. Litho. 11⅛×16½. *Dutton—Day.* 1849.

73. CONSTANTINOPLE.

Col. Line. Abt. 9⅜×21⅛. *Nuremberg Chronicle.* 1493.

74. COOK, Capt. James. 1728-1779. The greatest of latter day navigators. Served his apprenticeship in one of the old "Geordie Brigs"; joined the navy as common seaman, and present at Louisbourg and Quebec. In '68 given command of the "Endeavour" in his first scientific expedition to the Pacific. Coming home he was the first to sail round N. Zealand and the east coast of Australia, and established the fact that New Guinea was not a part of the latter. Sailed in the "Resolution" in '72 to disprove the existence of the antarctic continent, and made several discoveries. Returned home having only lost one man from disease owing to hygienic precautions. Commenced his last voyage in '76 with "Resolution" and "Discovery," and whilst failing to find the N.W. Passage, charted the Pacific coast of North America. Murdered at Hawaii in '79. Cook did more than any other navigator to add to our knowledge of the Pacific and Southern Oceans, and the main value of his observations is that they have stood the test of modern investigation. He was honest and just and beloved by all with whom he came in contact.

Line. 10½×18⅞. *Dance—Sherwin.* 1779.

75. "COONATOO." The first composite clipper built for the Orient. She had a tonnage of 633 and was launched by Bilbe in 1863. She was an extreme clipper with very fine lines, and consequently wet, but her skipper, Begg, never spared her, and she made some fine passages out and home. Her best run was out to Adelaide in 66 days. She once did a 70 day passage after broaching to and losing the helmsman and wheel itself overboard. She finished her career by stranding near Beachy Head in '76.
Litho. 11⅛×16⅜. *Dutton—Day.* 1850.

76. COPENHAGEN.
Line. 14½×16½. 1587.

77. CORFU.
Woodcut. 9⅞×15½. *Sketched.* 1483. *Brydenbach.* 1503.

78. COTTON, Sir John. 1745-1825. Served in the navy and then joined the E.I. Co., retiring with a fortune after two successful voyages in command of the "Queen Charlotte." Elected Deputy Master of Trinity House in '03, and was Colonel of its volunteer artillery raised in that year for the defence of the Thames. Published the history of Trinity House, a work containing much useful information on the lighting of the coast. Director of the E.I. Co. and of the East India Docks.
Mezzo. 16⅛×14. *Stewardson—Ward.* (*Proof.*) 1808.

79. COWES. West view of Cowes' Castle.
Line. 5⅜×13⅜. *J. & N. Buck.* 1733.

80. "CROESUS." General Screw Co.'s steamer, built in 1853; 2,700 tons. She was designed to capture the Australian Mail contract by way of the Cape, and could carry 1,300 tons of coal, but proved one of the many auxiliary failures. She was taken up as a transport in the Crimea and burnt on this duty in the Gulf of Genoa.
Col. Litho. 16×25½. *Dutton—Day.* 1854.

81. CROSSING THE LINE.
Litho. 6⅜×9½.

82. CUBA. Havana.
Line. 11½×14. 1671.

83. CUMBERLAND SAILING SOCIETY. Founded by the Duke of Cumberland in 1775 and constitutes the earliest English Yacht Club. The first race took place 13th July from Westminster to Putney Bridge and back, and was for "sailing boats from 2 to 5 tons burthen which were constantly lying above London Bridge and never let out for hire." After the presentation of the Cup, it was the custom to adjourn to "Mr. Smith's tea gardens." Subsequently, Ranelagh and Vauxhall Gardens presented cups, and on their demise, the Society presented its own cups. There was heavy gambling over the events, and members occasionally made matches for a turtle to which all sat down in the evening. The dispute of 1823 (see "St.

George") led to the disruption of the Society, out of which the Royal Thames came into existence.

Line. 10½×23½. *Kitchingham—Pouncey.* 1778.
(The print is cut at the top.)

84. CURACOA.

Water colour. 18⅛×27½. 1786.

85. DAMPIER, William. 1652-1715. Buccaneer, circumnavigator and hydrographer. Gained knowledge of hydrography in voyages to Bantam, Jamaica, and Campeachy, where he joined a lawless band of log-cutters who varied trade with piracy. In 1659 was one of a party of buccaneers who crossed the Panama Isthmus, sacked Santa Marta and ravaged the South American coast. After other marauding expeditions in the Pacific and Indian Oceans, conducted a voyage of discovery to the South Seas and Australia, and was wrecked at Ascension. Was again appointed in 1703 to command two vessels in a privateering expedition to the South Seas, in course of which Alexander Selkirk (the originator of Robinson Crusoe) was marooned at Juan Fernandez. His last voyage in 1808 was as pilot to Woods Rogers, who with the "Duke" and "Duchess" crossed the Pacific, captured one of the Manilla ships, and arrived home after rescuing Selkirk. He died a poor and broken man, nor did his angry "vindication" re-establish his reputation.

Line. ½ *length.* 10⅞×9½. *C. Sherwin.* 1781.

86. DANCE, Sir Nathaniel. 1748-1827. His fame rests on the action he fought with a French squadron commanded by Linois, 15th February, 1804, when Commodore of the East India fleet. The latter consisted of 16 homeward bound East Indiamen, and with this force he put to flight three French frigates and two smaller ships in the Straits of Malacca. It is extraordinary that no suitable escort was provided for a merchant fleet valued at eight million, and Napoleon was furious when he heard of the incident. Dance was deservdly knighted and £50,000 was divided amongst the officers and crew.

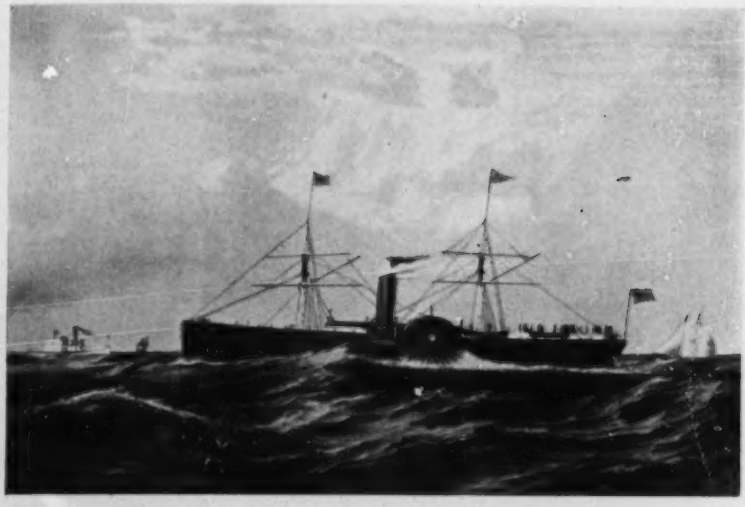
Mezzo. Full length. 24⅛×17⅞. *By J. R. Smith.* (*Proof.*) *Ackermann.*
(See Frontispiece.)

87. DAVY, Sir Humphrey. 1778-1829. Great chemist, though it may be only indirectly that he merits a place in a maritime gallery. Discovered the talents of Faraday, and was also one of the early contributors in electricity. Is best known for his celebrated safety lamp. Devised an ingenious plan for preventing corrosion on the copper sheathings of ships, but it was found impracticable. He calculated that if a salmon produced 17,000 roe, only 800 of these would arrive at maturity.

Mezzo. 16½×13½. *Howard—S. W. Reynolds.* (*Proof.*) 1814.

87A. "DEVONSHIRE." New York and London packet; built in New York by Westervelt and Mackay about 1840 and one of their first ships.

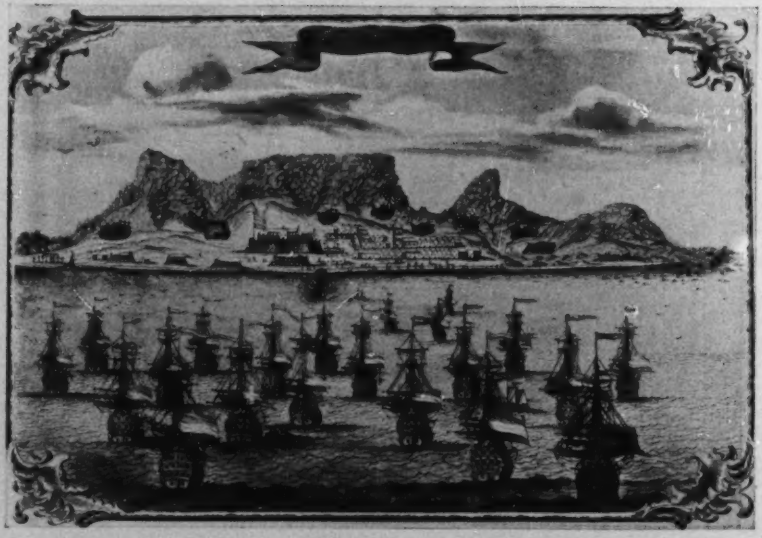
Col. Litho. 14½×18½. *Dutton—Day.* *Dutton*



BALTIC. 28

BRITISH QUEEN. 47

CORFU (1503). 77



CAPE OF GOOD HOPE 58
(circa 1690)

88. DISCOVERERS. Seven small early portraits of famous discoverers, *viz.*, Humphry de Gilbert; Van Noort; Frobisher; Sebastian Cabot; Columbus; American Vespucius and Magellan.

89. "DOLPHIN." Schooner; 217 tons. Took part in the first race for Queen's Cup and won it two years later. Mr. Ackers, who owned her, was responsible for the introduction of a new system of time allowance which was generally adopted with great success in 1843. He sold "Dolphin" in '39 to Lord Grosvenor and purchased the three-masted "Brilliant" which was the last yacht to finish in the America Cup race.
Col. Litho. 17×25½. *Condy—Dutton.* 1849.

90. "DON GIOVANNI." Cutter, 11 tons; built in 1823 for J. M. Davey. She soon made her name as the crack boat of the Cumberland Society, and in '24 won the Coronation Cup and several private matches including a sensational one with "St. George" (see). The following year Mr. Davey offered to sail any boat of the same tonnage at the Yacht Club regatta at Cowes. "Queen Mab" accepted, but Mr. Davey declared her to be over the tonnage, and "Q.M." sailing over was awarded the stake. The pair subsequently met at Dartmouth and the "Don" was defeated.
Col. Litho. 16½×14. *Jay—Hullmandel.*
(Beating "Spitfire," June, '24.)

91. DOVER.
Col. aqua. 12⅞×19¾. *Gendall—Sutherland.* 1820.

92. "DREADNOUGHT." Famous American packet ship of 1,400 tons; built by Currier and Townsend for the Red Cross Line and launched with great ceremony in October, 1853. Her commander for the first ten years, Samuel Samuels, was almost as famous as his ship. He drove her all weathers, night and day, and it was as much due to his magnificent seamanship as to her capacity for taking punishment that the "Dreadnought" was able to maintain the uniformity of her passages. These, for her first eight voyages, averaged 21 days 15 hrs. Eastward to Liverpool, and three days more Westward. Her best passage was in '59 when she achieved 13 days 8 hrs., and it was during this trip that she is supposed to have made the much discussed run of 9 days 17 hrs. from Sandy Hook to Queenstown. She was a great favourite with the travelling public, and her cabin accommodation was usually booked up a season ahead. Her end came through drifting ashore near Cape Horn, the crew being rescued by a Norwegian barque after many privations.
Oil Painting. 17½×23½.

93. DUBLIN.
Col. aqua. 16⅞×23⅞. *Roberts—Havell.* *A. Smith.*

94. DUBLIN. The Bay outside Kingstown—shows "Shannon."
Aqua. 15⅞×26⅞. *Huggins & Waldron—Duncan.*

95. DUBLIN REGATTA. 22nd July, 1828. Lord Errol's "Liberty" winning the Cup from "Pearl" and others.
Litho. 10⅜×15½. *Allen.*

96. DUNKERQUE.
Line. 12½×19⅝. *Montanus—Basa.* *C.* 1660.

97. EAST INDIAMAN. (Top item.)
Line. 15⅝×10¼. 1691.

98. EAST INDIAMAN. "Showing the effects of a heavy lurch after dinner."
Col. Line. 8¼×13. *G Cruickshank* *Humphrey.* 1814.

99. EAST INDIAMAN. Anchored at Spithead.
Col. aqua. 17⅛×27⅛. *R. Dodd.* 1797.

100. EAST INDIES. (Map.)
12⅜×18⅞ *Pub.* 1573.

101. EDDYSTONE LIGHTHOUSE. (The first—built by Winstanley 1696-1700.)
Line. *Contemporary.*

102. "EDINBURGH." One of the last of the old East Indiamen. Built by Green and Wigram and launched in '25 (shown in print). On the disposal of the John Company fleet in '34 she was purchased by James Gardner for £7,500.
Col. aqua. 14⅝×22¼. *Huggins—Duncan.* 1827.

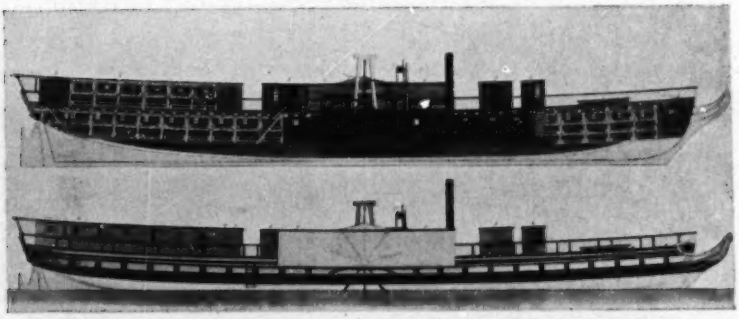
103. ELIZABETH. Queen from 1588-1603. Although she gave them little direct encouragement, her name is associated for all time with the mighty seamen and adventurers who carried her flag to distant lands and made her name a terror on the high seas.
Line. ¾ *length.* 9½×8. *Isaac Oliver—J. W. Rogers.*
(A contemporary portrait, taken in her Amada thanksgiving robes.)

104. "EMMETJE." Three-masted yacht—owned by Earl Harborough.
Col. aqua. 8¾×12¾. *Huggins—Duncan.* 1826.

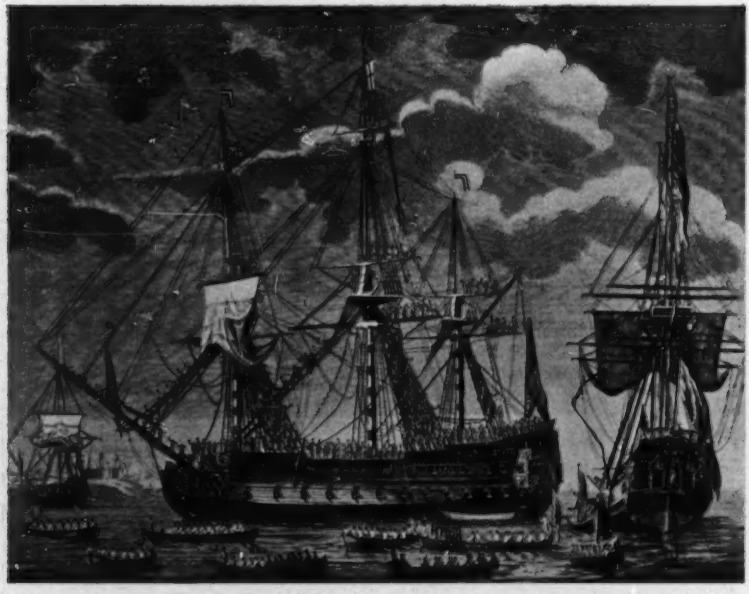
105. ENGINE PLAN. 10 × 9. Boulton and Watts' engine for "Princess of Orange" and "Princess Charlotte," early packets which plied on the Clyde 1814.
Pub. 1838.

106. ENGINE PLANS. "Millar's Pleasure Boat," 1788. "Clermont," 1807. "Comet," 1812, and "Robert F. Stockton's" propeller," 1839. Pub. 1848.
Pub. 1848.

107. "ENTERPRISE." Built in 1825 to compete for the prize of £8,000 offered by the residents of Bengal for the first steamer reaching Calcutta within a stipulated time. She had a tonnage of 470 and engines of 120 nom. h.p. The "Falcon" was actually the first auxiliary to reach Calcutta, but the "Enterprise" can claim to be the

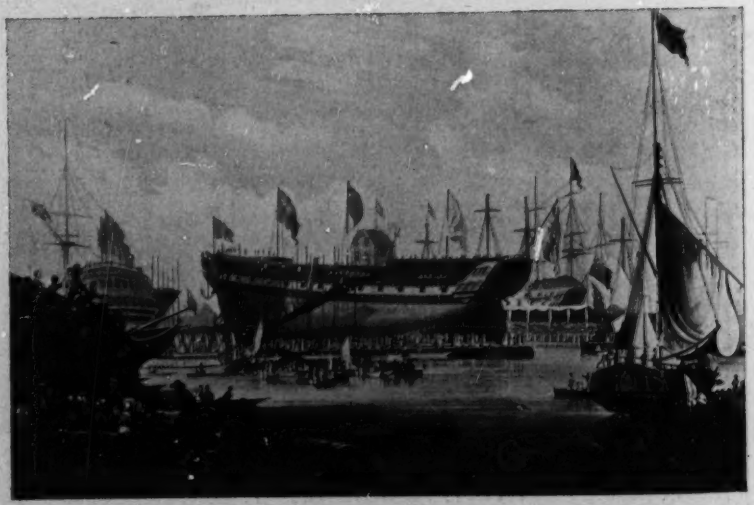


CHANCELLOR LIVINGSTONE. 62



YATCH CAROLINA (1750) 61

DUBLIN. 93



EDINBURGH. 102

first steamer to get there, and she steamed the best part of the way on her passage of 113 days. Although not qualifying for the prize, the subscribers gave the Captain half the money, whilst the Bengal Government bought the steamer for £40,000 and found her very useful in the second Burmah War. She was employed afterwards in carrying the mails as far as Suez, a service in which the name of Thomas Waghorn, who first piloted her up the Hughli, will be for ever associated.

Etching. 7¼×8¾. 1830.

(Her first arrival at Calcutta.)

108. "ESSEX." Indiaman; 799 tons. Built on the Thames in 1770 and taken up by the E.I. Co. The print is one of a set of four, which shows her dismasted in a cyclone in '82 and towed into Bombay by the frigate "Byramgore." In '95 the "Essex" and six other Indiamen were fitted out at St. Helena with the object of intercepting and capturing a fleet of nine Dutch Indiamen—a feat they successfully accomplished. Three years later she was discharged from the Company service.

Aqua. 13¼×19⅜. *Luny—Jukes & Wells.* 1785.

109. "EUROPA" (With "Niagara"). Cunard liner built in 1848 to meet the requirements of the second mail contract; 1825 tons. She was a popular ship and a record breaker, making the western passage in 11 days, 3 hrs. at an average speed of 11¼ knots and the eastward in 10 days 9 hrs. She held her own for a time with the big Collin's paddlers, but the "Pacific" eventually beat her. Trooped in the Crimea and was not disposed of by the Company till '67, when the new screw Cunarders put her out of date.

Col. Litho. 13¼×21⅛. *Clarke—Dutton.* 1848.

110. EUROPEAN STATE JOCKEYS. Caricature. "Running a heat for the balance of power.

Col. Line. 9⅞×14⅞. 1740.

111. "FALCON." Lord Yarborough's flagship of the R.Y.S. She was a miniature warship and run on these lines—even to the application of the "cat." Owing to an accident at sea, Lord Yarborough sold her in 1836, and she went out to Calcutta provided with a set of auxiliary paddles in the hopes that Government would buy her for the second Burmah war. The deal, however, did not come off, and she finished her career as an opium clipper. The print shows "Falcon" in one of the periodical squadron cruises to France; "Pearl" is seen on her quarter, and "Waterwitch" under her bow. During the cruise a gale sprang up and "Coquette" was nearly lost on Cherbourg breakwater.

Col. aqua. 14½×22⅜. *Huggins—Rosenberg.* 1835.

112. "FALCON." Opium clipper. Formerly Lord Yarborough's yacht (see). She appears to have been about the only ship rigged clipper in the trade; they were mostly brigs and schooners.

Oil Painting. 20×28¾. (*In China Sea.*)

113. FARADAY, Michael. 1791-1867. World renowned for his experimental researches in electricity. A blacksmith's son, and led by chance to attend the lectures given by Davy, whom he eventually succeeded at the Royal Institution. Published numerous works on physical science, though these are overshadowed by his contributions to electricity. Was adviser to Trinity House and made practical suggestions regarding diving and lighthouse lamps.
Mezzo. 10¼×9. *Pickersgill—Cousins* (*Proof before letters.*) 1830.

114. "FAR EAST." Twin screw steamer built in 1863. The pioneer of a new class of vessel in competition with the tea clippers between Shanghai and London. 1,300 tons and 150 h.p., but her engines only drove her a little over 10 knots, and she was not a success on the service. She was one of the only ships built with lifting twin screws. In '70 sold to the Rubattino and renamed "Australia."
Col. Litho. 14½×23¾. *Taylor—Brooks.* 1864.

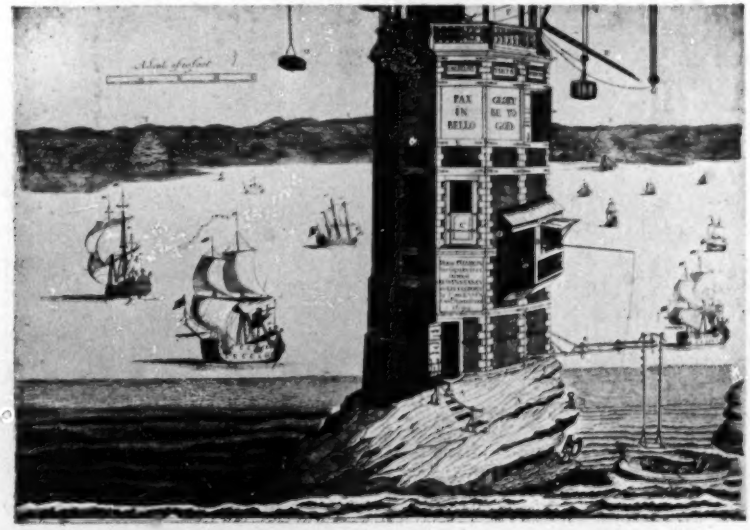
115. "FIONA." Cutter, 76 tons. One of Fife's early masterpieces, built in 1865. The crack cutter for many years, winning no less than 7 various Queen's Cups. One of the first Scotch yachts to come South, and contributed greatly towards the nationalisation of the sport. Was converted to a yawl in '77. Under Mr. Boucher's long ownership she was commanded by John Houston, a great character, who sailed her with extraordinary skill and daring. It is recorded that on more than one occasion he locked his owner down below to prevent any interference during a race.
Col. Litho. 13¾×23¾. *Taylor.* 1869.

116. FLORIDA. The first point discovered by the French explorer Laudonnière with his party of Huguenots in 1564. They attempted to make a settlement but were destroyed by the Spanish under de Avilles.
Line. 5⅞×8⅞. *De Bry.* 1599.

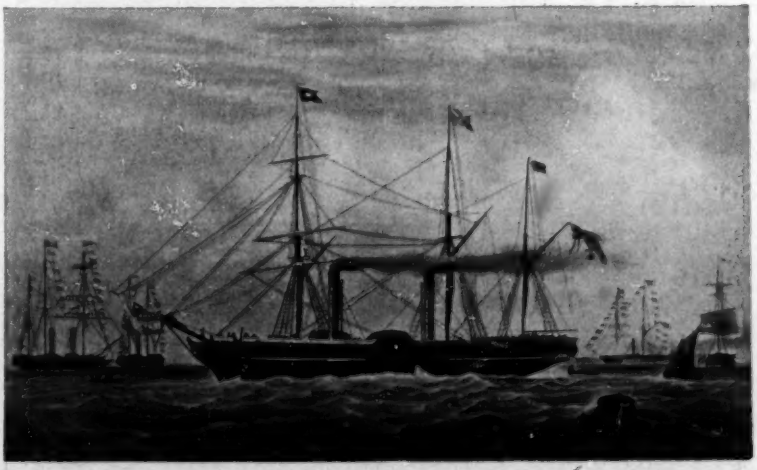
117. FLUSHING.
Line. 15⅞×19⅞. *C.* 1650.

118. "FLYING CLOUD." Schooner-Yacht, owned by Count Battyany (R.Y.S.) from 1862 to 1872. Her most successful season was in '70, when she beat "Egeria" and "Cambria" without time allowance. The Count was one of the original founders of the Y.R.A. in '75, and next year was elected a member of the New York Y.C.
Col. Litho. 14½×24. *J. Taylor.* 1871.

119. "FLYING CLOUD." 1,783 tons. One of the fastest American clippers ever built, and one of the big early fliers turned out by Donald McKay. She was constructed in 1851 for Enoch Train, who to his lasting regret sold her before completion to Grinnell, Minturn & Co., under whose ownership she sailed for many years. Commanded by Capt. Creesey, she twice made the passage from New York to San Francisco in 89 days—a feat never surpassed and once only equalled by the "Andrew Jackson." On the first occasion she

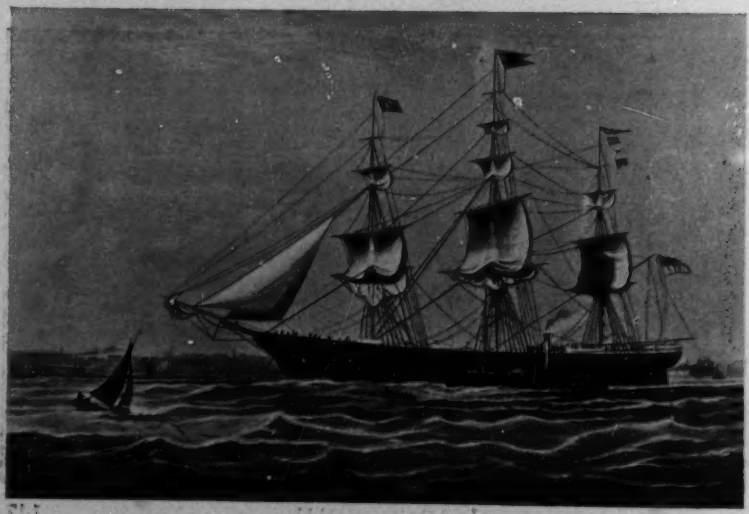


EDDYSTONE LIGHTHOUSE, 1699. 101



HINDOSTAN 147

FLYING CLOUD. 119



JAMES BAINES. 156

made a run of 374 miles, which at that time exceeded by 42 miles the best day's run that had ever been made by a mail steamship on the Atlantic. At times during the squalls she reeled off over 18 knots. She was also engaged in the tea trade, her finest passage being one of 94 days from Canton to New York. In '63 was acquired by James Baines, and finally burnt in '74 at St. John's, N.B.
Oil Painting. 17×23¼.

120. "FORFARSHIRE." An ordinary paddle coaster in the Scottish trade but immortalised by her connection with Grace Darling when wrecked on the Farne Islands, Sept. 1838.
Col. aqua. 13⅜×19¾. *Andrews—Reeve.* 1839.
(Showing rescue.)

121. FUNCHAL. Madeira.
Col. aqua. 17⅛×29⅛. *Calvert—Hudson.* 1830.

122. GENOA.
Line. *Circa* 1600.

123. GENOA.
Line. Abt. 15×20. 1573.

124. GEORGETOWN. (Demerara.)
Col. Litho. 14⅜×23⅜. *Hodges—L. Haghe.*

125. "GIRAFFE." G. & J. Burn's steamer built for the Clyde and Belfast service. In 1863, when the blockade runners were making large profits, she was sold to the Confederates for £30 000 and renamed "Robert E. Lee." Unfortunately, on one of her first trips from Bermuda, she fell in with the U.S. gunboat "James Adger" which captured her and found in her a most valuable prize.
Col. Litho. 14½×21⅛. *Clark—Dutton.* 1860.

126. GOODWIN SANDS. Capt. Bullock's Safety Beacon.
Col. Litho. 10¼×16⅜. *Lt. Hervey—Gieve.* 1842.

127. "GREAT BRITAIN." Built to Brunel's design at Bristol, though he misjudged her size and the sill of the dock had to be removed before she could be got into the river. Owing to the success of the "Archimedes," she was converted from paddle to screw during building, and was the first screw steamer to cross the Atlantic. With a tonnage of 3,448 and a length of 322 feet, she was far and away the biggest ship of her day; carried 260 passengers and 1,200 tons of cargo. She took 15 days making her first trip across the Atlantic in 1842, and in '51 got ashore in Dundrum Bay off the Irish coast. To the confusion of her critics, who were prejudiced against her iron construction, she buffeted out a whole winter there without practically receiving any damage, and the ill-fated "Birkenhead" eventually towed her off. After trooping in the Crimea, she was cut down from six to three masts and ran on the emigrant service to Australia. Thereafter converted to sail and finished up as a hulk in the Falkland Islands where she is still to be seen.
Col. Litho. 13×21¼. *J. Walters—Picken.* *Davey.*

128. "GREAT EASTERN." 38,914 tons; 11,000 h.p. The marvel and failure of her age. In view of the difficulty of coal supply in those days she was designed by Brunel for the Eastern service, in which she might possibly have made a success, but was in no way fitted for the North American trade. She found her way to the latter owing to the bankruptcy of her original owners, due to the enormous expense incurred in her launching—an operation which extended into three months (1858). She lost money steadily on the New York service, and her only successes were the laying of the Atlantic and an Eastern cable ,and her work as a transport in the "Trent affair." After costing nearly a million she was sold by order of the court for £25,000, and prior to breaking up became the property of an enterprising firm of cheap tailors who used her as a sort of floating fair—whenever they were allowed to take her into a harbour.

Litho. 12½×25. *S. Walters—Picken.* 1857.

129. "GREAT WESTERN." 1,320 tons; 450 h.p. Owing to the delay in the completion of the "British Queen," the "Great Western" was projected to secure the honour of being the first steamer to cross the Atlantic. Not to be outdone, however, the former company chartered the 700 ton "Sirius," and with a two days' start, Lt. Roberts punched her into New York a few hours ahead of the "Great Western" (April, 1838). The latter took 15 days and returned in 14. After the loss of the "President" and the sale of the "British Queen," the "Great W." had the field to herself till the Cunard secured the contract. She was sold in '49 to the Royal Mail and broken up nine years later.

Col. aqua. 18⅛×27½. *Walters—Reeve.* 1840.

129A. GREEN, George. 1767-1849. Shipowner and founder of "Green's Line"—a household name in the East and the Colonies. Apprenticed in the Blackwall Yard under the great John Perry who built the East India Docks. On his death, in 1810, Robert Wigram acquired the Perry shares, and nine years later disposed of the Yard to his sons and to Green. This combination introduced the celebrated "Blackwall Frigates," but unfortunately it was dissolved in '43 and the Yard was divided between the two families who built ships side by side. They ran to the East till the Australian gold boom, when several vessels were diverted to the Colony. The advent of the auxiliary contributed to closing down the business. Both Green and his equally famous son "Dicky" were noted for their generosity and philanthropy, and they represented a stamp of owner to whom ships and sailors were something more than a dividend-earning machine.

Mezzo. 23⅜×14⅜. *Phillips.* (*Proof before letters.*) *Bellin.*

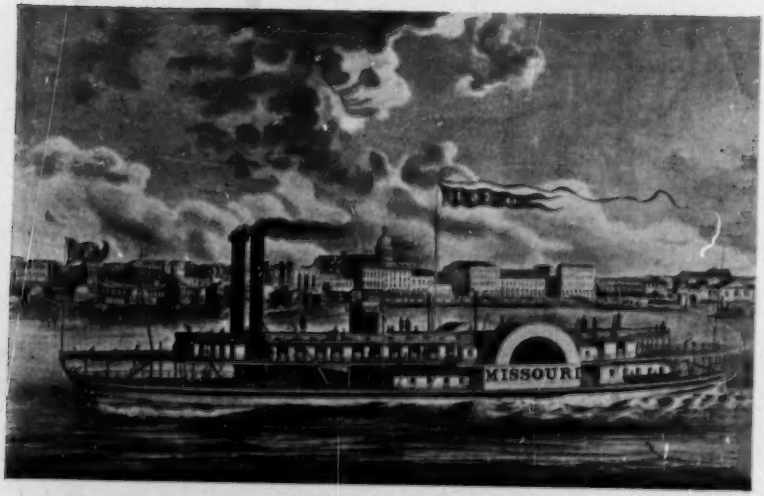
130. GREENLAND WHALE FISHERY.

Mezzo. 9⅞×13⅜. *Maulin—Wilson.* *Circa* 1730.

131. GREENOCK.

Col. aqua. 14⅛×21⅜. *Clark—Smith & Elder.* 1824.

KEYING. 158A



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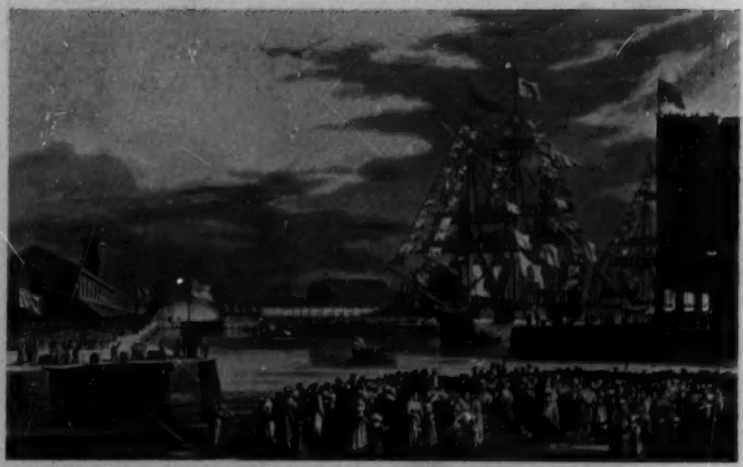
CUSTOM HOUSE, LONDON—1724. 174



ST. KATHARINE'S DOCKS, LONDON. 175

132. "HADDINGTON." P. & O. ship, built at Liverpool in 1846. Originally she was a brig-rigged, double funnelled paddle steamer, but was converted into a barque in the late 'fifties. As a steamer she was employed trooping in the Crimea and disposed of in '71. The opening of the Canal nearly proved fatal to the Company, and it was not till '75 that the old Overland Route was finally discarded. The "Haddington" was destroyed by fire about '87.
Water Colour. 15⅞×24⅛. *Dutton.*

133. HALDANE, Robert. Captain in the service of the E.I. Co. Commanded the "Haselingfield" on a voyage to China in 1742-4 and the "Prince Edward" on three voyages to China and India in 1746-55.
Mezzo. ¾ *length.* 17⅞×13⅞. *Sir J. Reynolds—Clint.* 1803.

134. HALIFAX.
Line. 12⅞×20. *Serres—Mason.* 1764.

135. HALLEY, Edmund. 1656-1742. One of the greatest contributors to navigation. Made several important discoveries in astronomy and atmosphere, and solved many problems in connection with the trade winds, the barometer, and variation of compass. Undertook scientific and surveying expeditions to the Atlantic; also to the Adriatic for the Emperor Leopold. Was Astronomer Royal for nineteen years.
Mezzo. 13¼×9¼. *Kneller—G. White.* *Simpson.*

136. "HALSWELL." The print is interesting as illustrating the decorative stern gallery of an old East Indiaman. "Halswell" was one of the finest ships in the service; of 788 tons, and built in 1778. Her name is remembered for the disaster that overtook her outward bound eight years later, when she drove ashore in a gale near Seacombe, Dorset. Out of a complement of 240, only 74 escaped.
Mezzo. 14⅜×20⅜. *Dodd.* (*Society at Sea—before the dissolution.*)

137. HAMBURG. Plan.
Col. Line. 19⅛×23. *Circa* 1740.

138. HAMILTON. Bermudas. (One of a pair.)
Col. aqua. 14⅜×20⅜. *J. C. Stadler.* 1816.

139. HANWAY, Jonas. 1712-1786. Best known as one of the chief founders of the Marine Society in 1756. He was an eccentric character, a great traveller, philanthropist, and one of the victualling commissioners of the Navy. He was the pioneer of the umbrella, and attacked tea drinking.
Mezzo. Full length. 23¼×15¼. *Edwards—Dunkarton.* 1780.
(Proof before letters.)

140. "HARMONY" of Hull—Whaler. Prior to 1819 when the ships fished off Greenland and in Davis Straits, their losses scarcely averaged more than two or three vessels a season. When they subsequently attempted to cross the Straits the losses were far heavier. One report says that the "Harmony" was lost in Melville Bay (Sept. '30) together with sixteen others. Owing to lack of success they

stopped too long and were caught in the ice, though between 800 and 900 men returned in the vessels that got away. Another account says that Government fitted out an expedition in '35 for the relief of the whalers caught in the ice, "Harmony" being one, but that shortly after this she passed Peterhead on her way home. The print is entitled "Northern Whale Fishery."

Col. aqua. 14½×23. *Huggins—Duncan.* 1829.

141. HARRISON, John. 1693-1776. Famous chronometer maker; inventor of the gridiron compensation pendulum. Competed for the prize for determining longitude at sea and received £500 to enable him to proceed with his improvements. Eventually, after his fifth chronometer, received the whole award.

Mezzo. 13½×11. *J. Wright—J. R. Smith.*

142. HASTINGS, Warren. 1732-1818. Established British rule and prosperity in India. Ruined by the famous and iniquitous seven years' trial, and any errors he may have committed were counterbalanced a hundredfold by the immense services he rendered to the nation.

Mezzo. 15⅞×13. *Sir J. Reynolds—T. Watson.* 1777.
(*A washed proof before letters—from the Royal Collection.*)

143. HAVANA.

Line. 11½×14. 1671.

144. HAVRE.

Col. aqua. 8⅝×11⅜. *Bonington—Legrand.*

145. HELIGOLAND. (Views and chart.)

Col. aqua. 18⅜×26⅜. *Testolini.* 1810.

146. "HENRIETTA," "Fleetwing," and "Vesta" starting in the Great Atlantic Race of 1866 from Sandyhook to the Needles. The affair was a most sporting one, taking place in the dead of an Atlantic winter. "Henrietta"—owned by Mr. Gordon Bennett and navigated by Capt. Samuels of "Dreadnought" fame—proved the winner in 13 days, 22 hrs. "Vesta" was the first to close with the land, but subsequent mistakes lost her the race. The winner was offered to the Duke of Edinburgh but tactfully declined. The object of the race was a return match against British yachts, but unfortunately this did not mature.

Col. Litho. 14½×23⅜. *Dutton.* *Foster.* 1866.

147. "HINDOSTAN." P. & O., 2,017 tons. Launched in 1842 and opened the service that year between Suez and Calcutta. Twenty years later, converted to sail for carrying the Company's stores from Southampton to India; hulked in '69.

Col. aqua. 14⅛×23⅜. *Huggins—Duncan.* 1843.

148. HOBART.

Col. aqua. ——×23⅜. *Evans—Reeve.* 1828.

149. "HUMBOLDT." 2,850 tons. Built at New York 1850 for the Bremen Line but transferred to the New York and Havre

S.N. Co. to run in company with the "Franklin." She was only two years in commission when she stranded near Halifax and soon broke up in the swell, her heavy engines falling bodily through her bottom. The disaster was due to a local fisherman posing as a qualified pilot. Luckily no lives were lost.

Col. Litho. 19×33¾. *Gémain—Lemercier.* 1852.

150. "IRONSIDES." The first ship to be constructed of iron; built at Liverpool in 1838 by Jackson, Gordon & Co. for Cairns. In appearance she differed little from the wooden ships of that date. Employed in trading to N. and S. America. It is doubtful if she was a success as very little further was done in the way of iron construction for about another twenty years.

Col. Litho . 10¾×13. *S. Walters—Phyrick.* *H. Lacey.*

151. "IVANHOE." 1,300 tons; American packet ship built by Webb and Allan of N. York about 1849. Webb was the son of the well-known Isaac Webb, who after his father's death in '40, carried on the business and built 15 packet ships in ten years. Under the command of Capt. Edwards, who was known for making smart passages in the N. Atlantic, "Ivanhoe" left New York for Liverpool in Febuary '51 and was last seen ashore on Nantucket Shoals with all sail set. No survivors were ever picked up from her.

Water Colour. 10¼×14¾. *Lieut. E. P. Williams.* 1849.

152. JAMAICA. (One of a set of six.)

Line. 14¾×21¼. *Spilsbury.* 1770.

153. JAMES, Sir William. 1721-83. Commodore in the service of the East India Co. Captured Severndorg, stronghold of the pirate Angria in '55, and Gherriah two years later. Created a baronet and became chairman of directors of the Company.

Mezzo. 15¾×22¾. *J. R. Smith.* 1785.

154. "JAMES BAINES." Black Ball clipper. One of the celebrated quartete built in Boston by Donald McKay. She was 2,275 tons and carried 30,000 yards of canvas. It was on her maiden voyage, under Capt. McDonald of the "Marco Polo," that she made her wonderful record run of 12 days 6 hrs. to the Rock Light, Liverpool. She broke another record by going out to Melbourne in 63 days, and returned home in the equally fine time of 69 days. She was then chartered to carry troops out to Calcutta in the Mutiny though made a somewhat disappointing passage. On arriving home at Liverpool, fire was discovered in her cargo, and despite being scuttled as a last expedient she became a total loss. One of the Liverpool landing stages was constructed partly out of the wreck. Her famous owner, after whom she was named, fell subsequently on evil times, and after living like a king and dispensing princely hospitality, he died a pauper in a common Liverpool lodging house.

Col. Litho. 16×24¾. *S. Walters—Picken.* 1854.

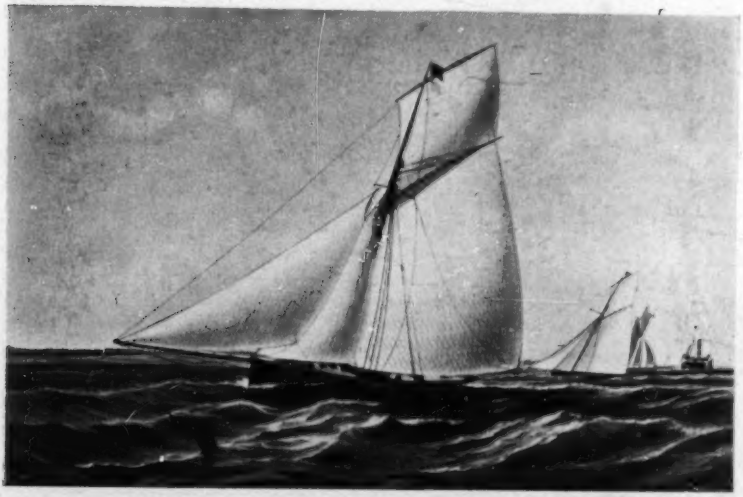
155. "JOHN STEPHENS." Built for the Pacific Mail in 1851; 2,000 tons with an inclined engine. Designed especially for the passenger service between San Fransico and Panama which flourished in the gold boom. On service well into the 'seventies.
Col. Litho.

156. JONATHAN HULLS' Steamboat. A patent was granted to him in 1736 for a "machine for carrying ships and vessels out of or into any harbour." The engine was an adaptation of Newcomen's, and tradition says that when tried on the Avon it was a failure on account of the inventor not providing the proper means to communicate the power to the paddle. Nothing more was at any rate heard of the boat and Hulls died in penury, leaving to the world the inheritance of his ideas.
Litho. 4½×8. *Reigart—Rosenthere.* *Circa* 1830.

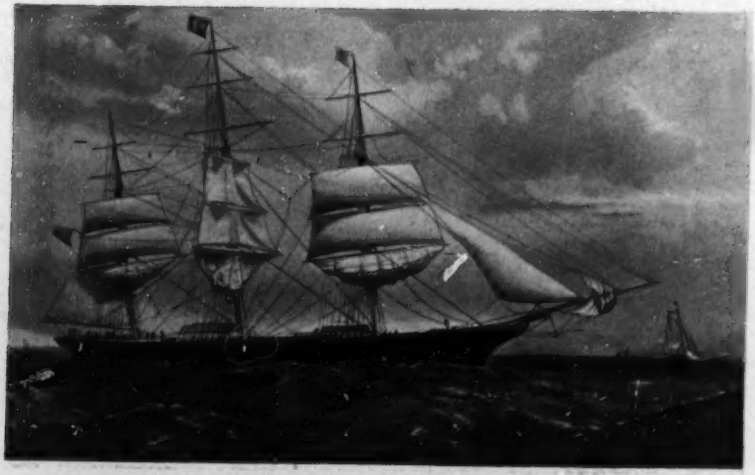
157. "JOSHUA BATES.' The pioneer ship of Enoch Train's well-known line of Boston—Liverpool packets, and the first vessel built for him by Donald Mackay in 1844. She proved the stepping-stone of McKay's fame and prosperity, and transferring his business from Newburyport to Boston, he built a number of packet ships for Train and soon established a reputation as one of the greatest ship-builders in the world. The Train packets were recognisabl by a big T. on their fore topsails.
Oil Painting. 24×36½.

158. "JULIA." Cutter, built by Ratsey. In 1853, the American C.B. sloop "Sylvie," built by Steers and owned by Mr. Depau, arrived in the Solent "to challenge anything in Europe for any sum of money or for the honour of the American flag." As "Sylvie," the new Swedish schooner "Aurora Borealis," and some of the English cracks were entered in the R.Y.S. Cup, great interest centred in the event. It was won by "Julia"; "Sylvie" second, 6 mins. behind, and 40 secs. ahead of "Arrow" third. Mr. Depau re-issued a challenge to sail any yacht for any sum of money but no one accepted. "Sylvie" was third to "Magic" in Cambria's Cup Race.
Col. Litho. 12×17½. *Dutton—Day.* *Fores.*

158A. "KEYING." Chinese junk, about 700 tons; the first to visit Europe. Bought in Canton by a party of Englishmen, and [illegible]s only after extensive bribery that the Chinese allowed her to sail. She was entirely teak built and supposed to be 100 years old. Her mainsail of matting carried 18 reefs, whilst her rudder weighed eight tons, and when lowered came 12 ft. below the keel and required 15 men with luff tackles to handle it. With a crew of twelve Englishmen and thirty Chinese under Capt. Kellett, she left Canton 19th October, 1846, and after rounding the Cape reached St. Helena 17th April. Here there was difficulty in persuading the crew to remain on her. She met with terrific weather going across to New York (where she was exhibited), but is said to have behaved splendidly. She eventually arrived at Gravesend after a voyage of 17 months, and was on exhibition for some time.
Col. Litho. 9½×13½. *Rooke Payne.* 1848.

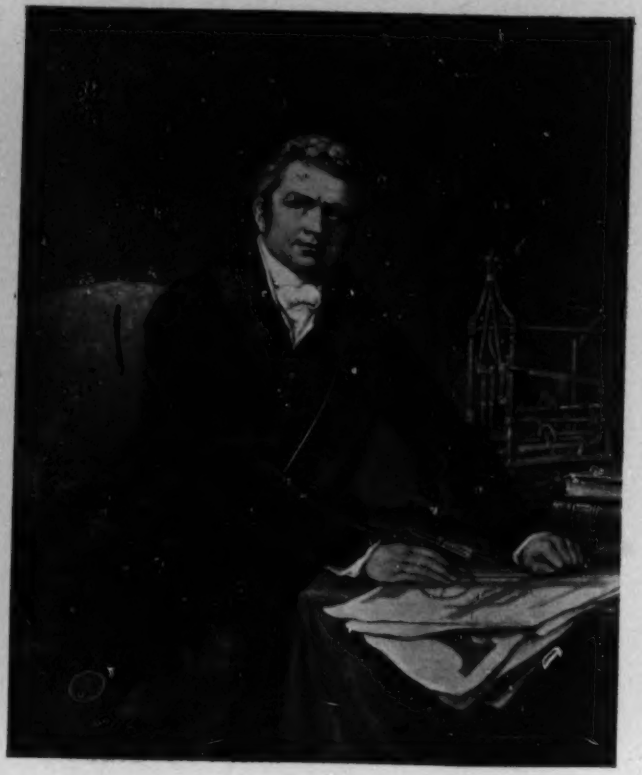


MUSQUITO. 199



NORMAN COURT. 213

EARL OF YARBOROUGH. 334



SIR I. BRUNEL. 52

159. "KESTREL." Brigantine, 156 tons. Replaced "Falcon" in 1857 as Lord Yarborough's flagship of the R.Y.S. Originally rigged as a ketch. Lord Yarborough died on board her at Vigo in '46, and she was subsequently purchased by Government.
Col. Litho. 17×26. *Robins—Dutton.* *Fores.*

160. "LADY HOBART." Post Office packet. In June 1803 she left Halifax for England, and three days out captured a small French schooner. On the 28th she sailed into an iceberg going 7 knots. All efforts to keep her afloat were useless, and the company of 29 crowded into the cutter and jolly boat with a scanty supply of food and water and with only a few inches of free-board. After terrible privations from cold and insufficient food, they made the Newfoundland coast on the 4th July and were picked up by a schooner and landed near St. John's.
Col. aqua. 16⅛×23⅞. *Pocock—Pollard & Wells.* 1804

161. "LADY JOCELYN." General Screw S.S. Co., built in 1852. On the failure of the Company she was converted to sail by Shaw Saville for their passenger service to New Zealand. She eventually became a refrigerating hulk, and was afterwards acquired as a "barrack" for strike breakers, being towed about from point to point as she was wanted. Needless to say she was never made welcome by the port authorities. She is still in existence.
Col. Litho. 13⅛×19⅞. *Dutton—Day.* *Foster.*

162. LAW. 1671-1729. One of the star performers during the "South Sea Bubble" era. Having killed a man in a duel, he fled abroad and travelled through Europe proposing various financial schemes based on paper currency. In France he gained the ear of the Regent and started a private bank, which was in fact the foundation of the French banking system. In 1717 he brought out his famous "Mississippi Scheme." England and the Continent were then obsessed with the mania for gambling in South Sea stock and the shares soared up to dazzling heights. When the inevitable crash followed, Law had to quit France hurriedly, and died in poverty at Venice.
Line. 13⅞×8. *Hubert—Langlois.* *Maillot.*

163. "LEINSTER." City of Dublin S.P. Co. Built by Samuda Bros. in 1860 to maintain the Irish mail contract against the steamers built by Lairds for the Railway Companies. The "Leinster" and her three sisters were considered the last word in fast packets and did 18 knots on their trials. They had a wonderful record of service and secured the mail contract again in '83 when they were re-engined and modernised. In '96 they were replaced by four twin screw ships of the same names.
Col. Litho. 15×24⅞. *Dutton—Day.* *Foster.*

164. LEITH. (Visit of George IV, 1822.)
Col. aqua. 14⅛×23⅝. *Ramage—Baynes.*

165. "LIGHTNING." James Baines' wonderful Black Ball clipper, built by Donald McKay at Boston in 1854 at a cost of

£30,000. She was one of the "sharpest" ships ever launched; 2,084 tons and spread 30,000 yards of canvas under plain sail. "Bully Forbes" left the "Marco Polo" to take command, and on her maiden voyage to Liverpool, she put up the world's record run of 436 miles in the 24 hours; the nearest approach to this was her own run of 430 in '57. She went out to Melbourne in '54 in 77 days, and created a record by coming home in 64 days 3 hrs. On Forbes leaving to command the "Schomberg," Enwright was appointed to her at the unprecedented salary of £1,000 a year. She took the 7th Hussars out to Calcutta in the Mutiny, and beat the entire fleet of transports, including those fitted with auxiliaries. In '69 sold to T. Harrison of Liverpool, and [illegible]nt at Geeling, Victoria, two years later whilst loading wool.

Col. Litho. 6×10¼. *J. Isaac.* *J. Isaac.*

166. "LIMA." 1,125 tons, 250 nom. h.p. One of the four iron steamers built in 1850 for the Pacific Steam to carry out a new mail contract along the west coast of S. America. They cost £140,000 a piece. The "Lima" made the passage from Liverpool to Valparaiso in 46½ days which stood for many years as a record. Coal was always a big problem on that coast, and in '59 she was brought home and given new engines and boilers of a more economical pattern. Three years later she was lost off the Bolivian coast, but without loss of life.

Col. Litho. 13⅛×21⅛. *Clark—Day.* 1852.

167. "LINCOLNSHIRE." One of the last of Wigram's celebrated ships and a very fine specimen. Built at Blackwall in '58 of teak, oak, and elm—copper fastened and sheathed. She resembled a smart frigate more than a merchantman, and was a splendid sea boat, though not particularly fast. Made a fine run in '70, doing the passage from Plymouth to Port Philip Heads in 77 days. Ten years later was sold to Norway and wrecked in '83.

Col. Litho 12×18¼. *Dutton—Day.* *Foster.*

168. LINTIN. China. Showing opium ships.

Col. aqua. 15⅛×23. *Huggins—Duncan.* *Huggins.* 1838.

169. LISBON.

Line. 12⅛×18⅜. *c.* 1580.

170. LIVERPOOL.

Col. aqua. 16⅛×32⅛. *James—Bennett.* 1817.

171. LONDON.

Line. 13⅛×17⅞. *Circa* 1580.

172. LONDON.

Col. aqua. 20⅛×35⅛. *Black—Stadler.* 1802.

173. LONDON. Blackfriars Bridge.

Col. aqua. by Sutherland.

174. LONDON. (Custom House.)

Line. 16⅛×22. *Harris—Harris.* 1714.

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(circa 1750)

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175. LONDON. Opening of St. Catherine's Dock.
Col. aqua. 11¾×19. *Huggins—Duncan.* *Huggins.* 1829.

176. LONG, Beeston. 1757-1820. West India merchant. Was elected Deputy Governor of the Bank of England in 1805 and became Governor three years later. In '17, chosen chairman of the London Dock Company. Noted for his philanthropy and integrity in business.
Mezzo. 24¼×15¼. *Owen—S. Reynolds.* 1817.

177. "LORD LOWTHER." East Indiaman; 1,322 tons, launched at Deptford (1825) for H. Blanchard. Sold in '34 for £7,500 and nine years later to Joseph Somes for the Madras trade, but lost very shortly after.
Col. aqua. 14¾×22. *Huggins—Duncan.* 1828.

178. LOWRIE, Capt. James. Commander of the "Molly" merchantman, bound from Jamaica to London. "Condemned to death at the Old Bailey, 1752, for inhumanly whipping to death Kenneth Hossack—foremast hand."
Line. 12½×9¼.

179. "LULWORTH." Cutter, 130 tons. One of the early giants. Built for Mr. Weld in 1828 to replace "Arrow." Won the King's Cup that year from Mr. Assheton Smith's "Menai" by a second. When beaten in a £1,000 match by "Louisa," Mr. Weld in '30 built the still bigger cuter "Alarm" (see).
Col. Litho. 9⅞×13¾. *Rogers—Dean & Munday.*

180. "MADAGASCAR." East Indiaman of 1,000 tons; built for Green's in 1837 on the lines of the "Seringapatam." She had a turn of speed, and on one voyage ran from the Cape to the Channel in 48 days. Like several of the Blackwallers she was sent to Australia during the gold fever, and her departure in '53 was delayed by a visit from the Melbourne detectives to arrest two suspects in a gold robbery. She sailed in due course and nothing authentic was heard of her again, it being generally held that she had been seized and probably scuttled by a gang of desperadoes. This supposition was more or less borne out years after by a woman who claimed to have escaped in one of the boats, and who affirmed that the passengers were locked below and the ship then fired by the mutineers. The sea and Yellow Jack appear to have taken their toll of the latter in her story, in which the only known survivor met his fate on the gallows at San Francisco.
Col. Litho. 10½×16. *Dutton—Day.* *Foster.*

181. MADRAS. Landing in the old surf boats. (One of a pair.)
Col. aqua. 14¾×20 *East—Hunt.* 1837.

182. "MAITLAND." 798 tons; tea clipper. Built by Pile for Kelso in 1865. She went out with the expectation of doing great things, but proved a failure from the point of view of speed. Took part in most of the races but never succeeded in doing the passage

under 110 days. She was the only one of the tea clippers to carry moonsails, but they were too small to be of any practical use.
Col. Litho. 12½×18. *Dutton.* *Foster.* 1859.

183. "MALCOLM." 605 tons; Indiaman. Built for Eyles & Co. in 1826 and chartered by the E.I. Co. She disappears from the register in '42.
Water Colour. 13⅛×19. *Huggins.* (*Off the Cape in '29.*)

184. MALTA.
Line. 28⅞×20¼ *including text.* *Homlanger.* 1645.

185. "MANILLA." At the time of Oliver Van Noorts' voyage round the world, 1598-1601.
Line. 5½×7. *De Bry.* 1602.

186. MARGATE.
Col. aqua. 15⅛×22. *Loutherbourg—Stadler.* 1801.

187. "MARIA." Sloop, 170 tons, owned by Commodore Stevens, the Father of American yachting. She was one of George Steer's earliest triumphs, and with a hollow boom and other novelties was vastly ahead of her time. Built in 1846 and took part that year in the first Corinthian race. Subsequently beat the "America" in her home trials. In '61 converted to schooner.
Col. Litho. 12½×18. *Dutton—Day.* 1853.

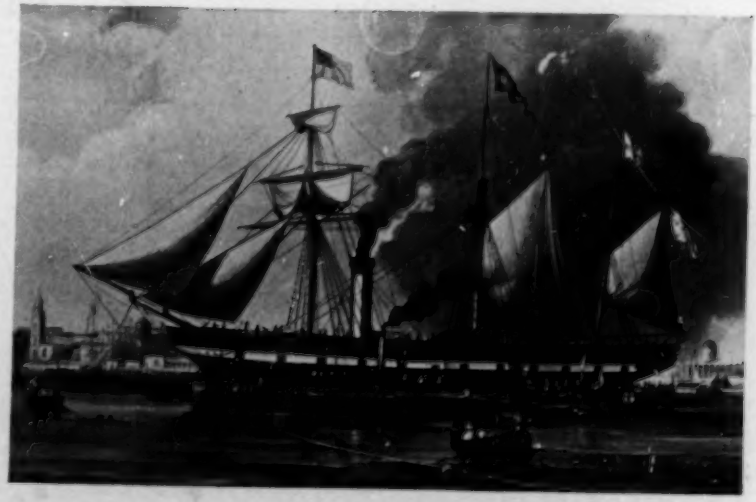
188. MARSEILLES. (One of a set.)
Line. 18⅛×21⅜. *Vernet—Cochin.* 1760.

189. "MARY." "Yatch." Brought over Princess Charlotte for her marriage to George III, Sept. 1761. She was built by Stacy of Deptford in 1727. The original Restoration "Mary" was wrecked off Holyhead in 1675, the great Phineas Pett building a second shortly after. The print also depicts "Fubbs" (named after the notorious Duchess of Portsmouth) in which Charles II took one of his last cruises. She was built in 1674 and continued in service, after reconditioning, up till 1770—a wonderful testimony of Pett's work.
Line. 14⅞×22⅛. *Allen—Canot.* *John Bowles. Contemp.*
(One of a set of 3.)

190. "MASSILLIA." 1,640 tons. The last P. & O. paddle steamer, built in 1860. She was given engines of 400 nom. h.p. which had proved too powerful for the "Vectis" but which suited her excellently and gave her a trial speed of over 14 knots. Her latter service was spent in the far east, and in '77 she was sold to the Japanese and renamed "Apago Maru."
Col. Litho. 15½×23⅜. *Dutton—Day.* *Foster.*

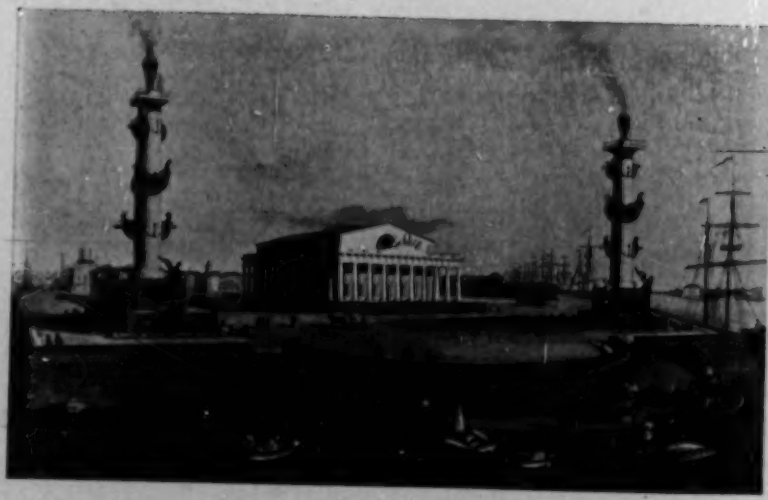
191. MAUPERTUIS, Pierre. 1698-1759. French scientist. Sent by Louis XIV with an expedition to Lapland to ascertain the figure of the earth and to obtain the exact measurement of a degree of longitude. Afterwards fought for Prussia and was captured at Inolivitz.

PERSEVERANCE. 224



PRESIDENT 238

PANAMA. 222



PETROGRAD. 227

President of Academy of sciences at Berlin, where his eccentric disposition made for him many enemies.
Line. 19¾×13¾. *Tourniere—Daulle.* 1741.

192. MELBOURNE.
Col. Litho. 12⅞×24¾. *Burn—Burn.* 1855.

193. "MELLISH." Ind'aman, built at Calcutta in 1820; 424 tons. In '38 was owned by Marjoribanks and employed in the South Sea trade, and two years later Gladstone of London acquired her. Scrapped in '47. The print shows her entering Sydney Harbour.
Col. aqua. 11×17⅛. *Huggins—Duncan.* *Huggins.*

194. "MILWAUKEE." 401 tons. Built in 1837 and ran on the Lakes from Buffalo till '42 when she was wrecked on Lake Michigan.
Col. aqua. 14½×21. *Miller—Bennett.* 1838.

195. "MISSOURI." Early American river paddle steamer.
Col. Litho. 19¾×31¾. *H. Lood.* *Wild.*

196. "MOHAWK." American schooner, 330 tons, built in 1875 for Mr. W. T. Garner, who it is said paidfor her out of his winning bets in the "Magic"-"Comet" match. She was the biggest C.B. schooner ever built, and evoked a good deal of unfavourable criticism. It appears to have been justified, for next year when lying off Staten Island with after canvas set, she was struck by a squall and capsized—the owner with his wife and other ladies being drowned. The accident caused a great sensation and a renewal of criticism.
Col. Litho. 19¾×29½. *Parsons & Atwater.* *C. & Ives.* 1876.

197. MONTREAL.
Col. aqua. 14½×20½. *Walsh—Black.* 1811.

198. "MORNING STAR." American Missionary schooner of Boston.
Col. Litho. 14¾×19¾. *Endicott.* 1867.

199. "MOSQUITO." Cutter; 49 tons. One of the first iron yachts, built in 1848 and designed by Waterman, the genius responsible for the "Himalaya." Owned by Lord Londesbrough, and one of the earliest examples of Scott Russell's "wave line" theory. Regarded as "the little wonder" of the 'fifties and 'sixties, her most historic performance being in '52 when she beat the "America" round the I. of Wight and only finished a second behind the redoubtable "Arrow"—the latter being nearly three times her tonnage and the "America" more. She capped this the following year by completely outsailing the big cutter in the "Prince of Wales" Cup. Considerably altered in '65 by her new owner, T. Holdsworth, but continued winning races, securing three firsts as late as '70.
Col. Litho. 12¾×18. *Dutton—Day.* 1852.

200. NAPLES.
Line. 15¾×20¾. *Circa* 1590.

201. NAVIGATION INSTRUMENT for taking the altitude of the moon.
Line. 16×15½ 1646.

202. "NEPTUNE." Indiaman. There were several "Neptunes" in the Eastern trade, and the one in question was probably the ship of 809 tons built on the Thames in 1780. One launched in Bombay (1774) was wrecked ten years later on the Scillies, upwards of a hundred vessels being either driven ashore or lost in that terrible gale. Another of 368 tons was burnt off the Cape in 1796.
Aqua. 16⅞×23¾. *(One of a pair.)* *Sawyer.* 1788.

203. "NEWCASTLE." One of Green's Indiamen, launched by Pile in 1859; 1,275 tons. She was a very dry ship, and though not particularly fast made some good passages, her best being 81 days from Calcutta and a run of 38 days from Madras to St. Helena. She carried a crew of 62 men, and even in the middle 'seventies sported 8 to 11 midshipmen. As a testimony to the magnificent construction of these old Blackwallers, it may be mentioned that the "Newcastle" came safely through the two celebrated Calcutta cyclones of '59 and '64. In the former she lay for a week across the ghaut with the whole of her weight sustained amidships; in the latter, over 200 sea-going ships went adrift, and all but about a dozen got piled up. On the opening of the Canal in '69, she went on the Melbourne run; sold out nine years later and lost in the middle 'eighties.
Col. Litho. 12½×18½. *Dutton—Day & Haghe.* *Foster.*

204. NEWCASTLE-ON-TYNE.
Line. 9⅜×31. *Buck—Buck.* 1745.

205. "NEW MOON." Three-masted lugger yacht owned by Lord Willoughby de Eresby, 200 tons. For racing purposes she proved quite a failure.
Col. Litho. 12×18½. *Dutton—Day.* *Forst.*

206. NEW ORLEANS.
Col. aqua. 17×25½. *Bennett—Bennett.* 1841.

207. NEWTON, Isaac. 1642-1727. One of the most illustrious scientists that ever lived. Constructed his first reflecting telescope in 1668, and in astronomy, optics, gravitation, etc., made numerous discoveries of the greatest importance. Was the first to give a satisfactory explanation of the theory of tides, and one of the earliest to produce a sextant in its present form, though the Royal Society adjudged Hadley to be the originator. The bitter controversies between Newton, Flamsteed and Leibnitz, were due more to the jealous partisanship of friends than to personal animosities.
Messo. 11⅛×9⅜. *Eques.* ...*J. Smith.* 1712.

208. NEW YORK. 1760. (One of a pair.)
Line. 12½×19⅜. *T. Howdell—Canot.* *R. Sayer.*

208A. NEW YORK.
Col. Line. 11¼×17⅜. *Carurtham. Carrington—Bowles.* *Circa* 1750.

209. NEW YORK. (Quarantine—Staten Island.)
Col. aqua. 15⅛×22¼. *W. J. Bennett.* *Clover.* 1833.

210. NEW YORK. (From Hobeck Ferry—New Jersey.) (One of a pair.)
Col. aqua. 13×18. *A. Robertson—F. Jukes.* 1800.

211. "NIGHTINGALE." Celebrated American clipper of 1,066 tons, built in 1851 with the idea of carrying passengers to the World's Fair in London. She had a figurehead of Jenny Lind and was luxuriously fitted out, it being the intention to exhibit her in the Thames as a model of an American clipper. Unfortunately, the owner ran short of funds and sold her to Sampson and Tapper of Boston, who put her into a Canton-London tea race. Although the result was a disappointment, they offered to match her for £10,000 against any British or American clipper for a race to China and back. She remained in the same ownership for a number of years, making many fine passages under the command of Samuel Mather. The most noticeable of these were: 91 days from Shaghai to London, 70 days Batavia to London, and 75 days New York to Melbourne. She was subsequently bought by Brazilian interests and employed in the African slave trade; in '61 captured by the "Saratoga" with a cargo of 961 slaves and sent to New York as a prize. During the Civil War she was commissioned as an armed cruiser, and after going into the California and China trade, ended her days under the Norwegian flag.
Col. Litho. 16½×24. *Butterworth—Parsons.* 1854.

212. NOAH. Early shipbuilder; constructed the Ark B.C. 2348. He is seen "celebrating" his successful cruise, whilst Shem, Ham and Japhet are apparently about to apply artificial respiration.
Col. Line. Abt. 5⅛×8⅜. (*With text above.*) *From Nuremberg Chronicle.* 1493.

213. "NORMAN COURT." Baring's crack tea clipper, built in 1869; 834 tons. She was a very beautiful ship and given the fittings of a yacht. Her best sailing point was on a wind, and close hauled she could out-weather most of the tea clippers. Capt. Shewan took command of her, and after two voyages was succeeded by his son for the rest of her racing career. In '72, in spite of being caught in a typhoon, she won the tea race by doing the passage in 95 days. Cut down to a barque in '77, but continued in the tea trade up till '80, when she was sold to Java and wrecked her first voyage home off Holyhead.
Col. Litho. 15×24. *Dutton.*

214. OPORTO.
Col. aqua. 13¼×20½. *L'Evegne.* 1817.

215. "ORIENT." 1,033 tons. The first Australian clipper of the Orient Line. She was built in 1853 for the Melbourne run during the gold boom, but chartered by Government for the Crimea and landed the Connaught Rangers at the Alma. She rode out the terrific September gale in which nearly forty transports were wrecked, and was after-

wards utilised as a hospital. At the end of the war, she ran to Adelaide, calling homeward at the Cape and St. Helena, and soon became a very popular passenger ship. She was diagonally sheathed in '72; sold out in '79 and afloat quite recently as a hulk at Gibraltar.
Col. Litho. 11⅞×24⅞. *Dutton—Day.* *Foster.*

216. "ORINOCO." 3,000 tons; 800 h.p. Royal Mail steamer built in 1851. She had a short life, for in '59 she was found to have dry rot and was broken up at Vauxhall, being the biggest ship that had ever gone so far up the river. Her engines were put into the new "Parametta," which was lost on her maiden voyage.
Col. Litho. 16×23⅛. *Dutton—Day.* *Buchan.*

217. OSAKA.
Line. 10¼×27⅛. 1670.

218. OSTEND PACKET. "In a squall." Caricature.
Col. aqua. 9⅛×14¼. *G. Cruickshank.* *Humphrey.* 1824.

219. OTAHEITE. Showing native sailing canoe.
Col. aqua. 11½×16⅞. *Webber—Boydell.* 1809.

220. OVERLAND ROUTE, THE.—(Between Alexandria and Suez before the opening of the Canal.)
Line. 6½×12½.

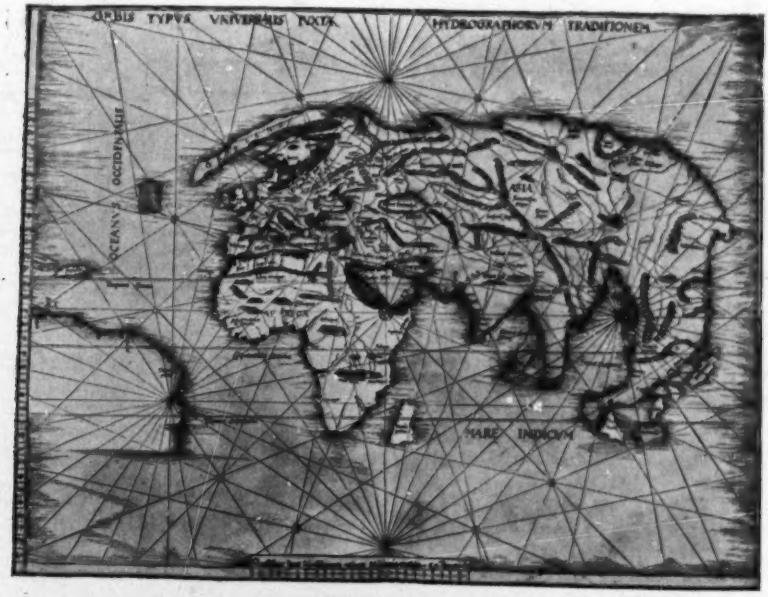
221. "PACIFIC." Built in 1854 to Scott Russell's design for the Sydney and Melbourne S.S. Co. She had a tonnage of 1,200 and engines of 450 h.p. She was designed as the fastest ship in the world, and at her best could manage 16 miles per hour. Changed hands many times, and in '74 foundered off Cape Flattery with heavy loss of life.
Col. Litho. 12½×19⅝. *Taylor—Dutton.* 1854.

222. PANAMA.
Line. 8⅛×10⅛. *Circa* 1690.

223. PENANG. Formerly called Prince of Wales Island. (One of a set of six.)
Col. aqua. 17⅜×27⅜. *Smith—Daniell.* 1821.

224. "PERSEVERANCE." Represented one of the earliest attempts at steam navigation in America. Built by John Fitch in 1787. She was 45 feet long; beam 12 feet; carried six oars each side, and an engine with a 12in. cylinder. She made a successful trial trip at Philadelphia, and a larger boat followed in '88 and '90. The last is reported to have attained a speed of about 8 knots between Philadelphia and Burlington. Trouble then fell on the unfortunate Fitch; his resources came to an end, and unable to obtain a hearing either in Europe or in New York, on his return, he committed suicide.

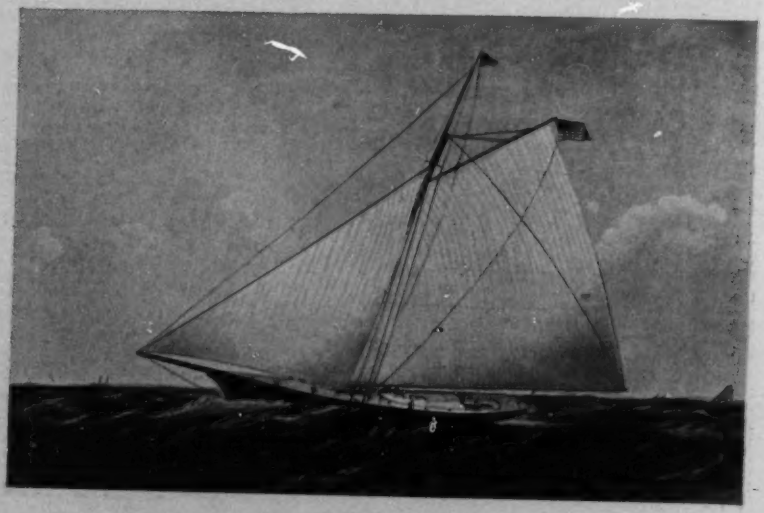
"CLERMONT."—The first practical American steamboat, built by Fulton in 1807 with a length of 133 feet and beam of 18. She was driven by a single engine imported from England. Her first passage from New York to Albany averaged five miles an hour. She was en-



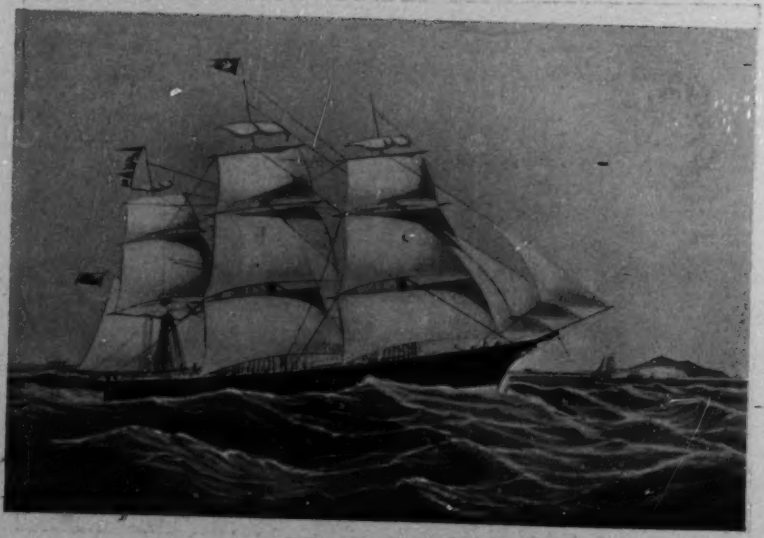
PTOLEMY'S WORLD 329

(circa 1515)

CHRISTOPHER COLUMBUS. 68



REBECCA. 244



RED JACKET. 245

tirely rebuilt and lengthened during the winter and renamed "North River." She ran for many years and long after she was outclassed by her rivals.

PAIR—Lithos. 4½×7⅞. *Reigart—Rosenthere.* *Circa* 1830.

225. "PERSIA." The first iron Cunarder, built and engined by Napier in 1855. She enjoys the distinction of being the only steamship whose design was exhibited at the Royal Academy. With a tonnage of 3,300 she was the biggest vessel in the N. Atlantic, and her speed of nearly 14 knots enabled her to capture the Blue Riband from the Collin's liner "Arctic." She was a terrible coal eater, however, and it was estimated that it took six tons of coal to carry one of freight to New York. Sold out in '68, but ran for many years afterwards.

Col. Litho. 15⅝×23⅝. *Parsons—Endicott.* *Currier & Ives.*

226. PETERHEAD.

Col. aqua. 15×21⅞. *Clark.* *Smith & Elder.* 1817.

227. PETROGRAD.

Col. aqua. 18⅞×30⅜. *Chotocknikoff—Tscheske.* *Circa* 1810.

228. PETROGRAD. (One of a pair.)

Col. aqua. 15⅜×22.

229. PHILADELPHIA.

Col. aqua. 16½×23⅜. *I. W. Hill—Hill.* *J. Bettes.* 1836.

230. "PHŒNIX." French paddle; Havre to London packet, and engined by machinery imported from England. Built in the 'thirties at Havre.

Col. aqua. 15⅜×23⅜. *Huggins—Rosenberg.* 1839.

231. "PHŒNIX." Whaler of Whitby. Employed in the Greenland fishery 1826-33.

Col. aqua. 14⅜×23¼. *Huggins.* (*Proof before letters.*)

232. PIRATES decoying an American ship. (One of a pair.)

Col. Litho. 17⅛×23⅜.

233. PIRATES. Small early portraits.

TEACH, Capt. Edward. Pirate. Commonly known as "Blackbeard." After being on a privateer during the Revolutionary War, went "pyrating" at the peace of 1713. Worked the American coast up to N. Carolina, the Governor of which State was in his pay. Was a humorist and used to give representations of the infernal regions, on one occasion nearly suffocating his crew with the fumes of sulphur. In 1718, Lt. Maynard in the "Ranger" broke up the gang, Teach being killed and most of the others hanged at Rhode Island. He left fourteen legitimately married widows to mourn his loss.

Line. 11×18. *Nicholls—Baird.*

MORGAN, Sir Henry. 1635-1688. The head of his profession. At one time commanded a fleet of 37 pirate vessels which were the terror of the West Indies. Sacked Porto Bello, Marcaibo, Gibraltar

(Venezuela), and finally Panama—his crowning exploit. The division of the spoils led to considerable dissatisfaction and Morgan retired from the business, settling down at Jamaica. Eventually sent to England on trial, and the appearance of his name in Charles' "Honours List" must have caused a little comment even in those days. He eventually returned to Jamaica as governor and "commander-in-chief of the forces," and celebrated his appointment by hanging many of his former friends.

ROCK BRAZILIANO. A Brazilian. Used Jamaica as his H.Q. Had various reversals of fortune and some extraordinary escapes. His favourite hobby appears to have been the toasting of Spaniards on a wooden spit.

BAT THE PORTUGUESE. Flourished about 1650-60. On one occasion, whilst a gibbet was being erected at Campeachy for his benefit, he stabbed the sentry on board and escaped ashore by paddling on earthen wine jars. After terrible privations he managed to fall in with a gang of his own kidney and with a boat and twenty men, returned to Campeachy, cut out the vessel from which he had escaped, and once again found himself captain of a fine pirate ship.

LONLONIOS. French pirate. Became notorious about 1662. Commanded a fleet of pirate ships and over 600 men in the West Indies, using Tortuga as a base. In money alone once divided over a quarter of a million "pieces of eight." Sacked Marcaibo and Gibraltar, committing the most fiendish atrocities on Spanish prisoners. Eventually wrecked near Darien and captured by the natives, who tore him in pieces alive and then burnt him.

MANDER, Louis. Captain of a gang of French smugglers; broken on the wheel, June 1755.

234. PLYMOUTH. (From Mnt. Edgecumbe.)
Line. 12⅞×23⅛. *Lambert & Scott—Mason.* 1755.

235. PORTSMOUTH.
Line. 10⅛×17⅞. *Waters.* 1765.

236. POWNALL, Thomas. 1722-1805. "Govenor Pownall." Appointed to New Jersey in '53, and four years later made Governor of Massachusetts. Aimed continuously at driving the French out of North America and commanded an expedition to the Penobscot River in '59. Transferred to South Carolina that year as his manners were unsuited to the gravity of the New England Puritans. Resigned and came home in '60. In his "Administration of the Colonies," he suggested the union of all American possessions in one dominion, and pointed out the reluctance of the colonists to be taxed without consent. At the same time he supported Lord North when war broke out, though regarded the colonies as lost and urged the Government to make terms.
Mezzo. 14½×11. *Cole—Earlom.* 1777.

237. "PRECURSOR." Built in 1841 and purchased that year by the P. & O. to carry out an Indian charter. She remained in the

East for practically the whole of her service and in '57 during the Mutiny saved a dangerous situation by the rapid transport of 1,000 men. In '58 she became a reserve emergency ship at Suez.
Col. aqua. 15½×24¾. *Huggins—Rosenberg.* 1841.

238. "PRESIDENT." 2,366 tons; 540 h.p. British and American S.N. Co. She was an enlarged model of the "British Queen," and when she made her appearance in 1851 was regarded of colossal size and power. From the first, however, she was unlucky, and when her commander, Lieut. Roberts, R.N.—formerly of the "Sirius"—was asked his opinion of her, he replied: "She's a coffin ship." And so it proved, for she sailed from New York, March '41, with 136 passengers and was never heard of again. The popular theory is that she hit an iceberg, but she was very deep laden and had once before been picked up having rolled the masts out of herself.
Col. aqua. 15⅞×24. *Walters—Rieve.* *Walters.*

239. QUEBEC. (One of a set of six.)
Col. aqua. 17×26¾. *Cockburn—Bentley.* 1833.

240. "A RACE FOR THE BUCKHORNS." A night scene when racing between the crack American river steamers was in vogue.

241. RAMSDEN, Jesse. 1735-1800. Took out several patents for improvements in astronomical instruments, in the making of which he was renowned throughout Europe. He so improved the sextant that its range of error was diminished from 5 minutes to 30 seconds; also directed his genius to the barometer and quadrant, in addition to mathematical instruments. In spite of his success, he refused to raise his prices and died a comparatively poor man.
Mezzo. 17⅞×14. *R. Holmes—J. Jones.*

242. RAMSGATE.
Col. aqua. 14½×25¾. *Huggins—Sutherland.* 1825.

243. RANGOON. (One of a pair.)
Col. aqua. 11½×17⅜. *Capt. Kershaw.*

244. "REBECCA." American sloop, 75 tons, owned by J. Gordon Bennett. Took part in the first race round Long Island in 1858, but was disqualified for taking a short cut through the Plumgate. Figured in several matches, and under the ownership of G. P. Upham converted to schooner.
Col. Litho. 18×27½. *Parsons.* *Currier & Ives.* 1861.

245. "RED JACKET." An American built clipper of 2,006 tons, designed by Pook of Boston and built by G. Thomas in 1853 for Seacombe and Taylor. She was named after an Indian Chief, and had a fine representation of this warrior for a figurehead. She sailed for Liverpool the day after the celebrated "Lightning," and beat her by 18 hrs., doing the passage in 13 days 19½ hrs. Her run for the last six days averaged 336, the only vessel that has ever beaten this being the "Cutty Sark." Under charter to the White Star, she ran out to Melbourne in 69 days 11 hrs., and coming home round the

Horn, was nearly lost in the ice. Notwithstanding this, she made Liverpool in 73 days and was bought by Pilkington and Wilson for £30,000. In '67 the firm sold their American soft wood ships and parted with the White Star house flag to Ismay Imrie for £1,000. "Red Jacket" after drifting into the Quebec lumber trade, finished up as a coal hulk at Cape Verde.

Col. Litho. 16½×24¾. *S. Walters—Isaac.* *Isaac.*

246. RENNIE, John. 1761-82. Celebrated engineer. Joined Boulton and Watt in 1784. Constructed numerous bridges and canals, and amongst the famous docks built under his direction were: the London, East and West India, Hull, Princes at Liverpool, Dublin, Greenock, and Leith. Planned several improvements at Portsmouth, Sheerness and Chatham, and built the famous Plymouth breakwater.

Mezzo. (Bust.) 19¾×13¾. *Santry—Reynolds.*

247. RHODES. (Showing a Pilgrim's galley.)

Woodcut. 9¾×31. *Sketched.* 1483. *Brydenbach.* 1502.

248. RIO JANEIRO. (One of a set.)

Col. Litho. Abt. 17⅞×27¾. *Lemercier* *Leuginger.*

249. "ROANOKE." Wooden paddle, built at New York in 1841; 1,100 tons and propelled by a vertical beam engine. Ran originally from New York to Richmond but was sold and put into the Havana trade. In Sept. '64, after leaving that town, she was boarded by a party of Confederates who intended to use her as a privateer. They took her to Bermuda, but the authorities refused to give her coal so she was taken out to sea again and burned.

Col. Litho. 12¾×19¾. *Parsons.* *Endicott.*

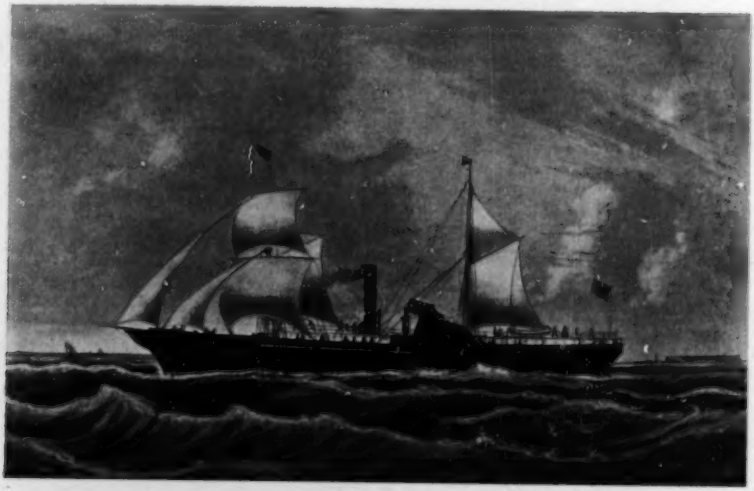
250. ROBERTS, Capt. Bartholomew. Celebrated pirate; born about 1682 though apparently didn't go into the trade till 1718. The print shows him with the "Royal Fortune" (40) and the "Ranger" (32) captured on the Guinea coast in '21. The following year Capt. Challoner Ogle in the "Swallow" (60) decoyed the latter out from C. Lopez and captured her, and then returned to tackle the "Royal Fortune." She was taken after a smart action in which Roberts was killed.

Line. 6⅛×8¼. *(Unsigned.)*

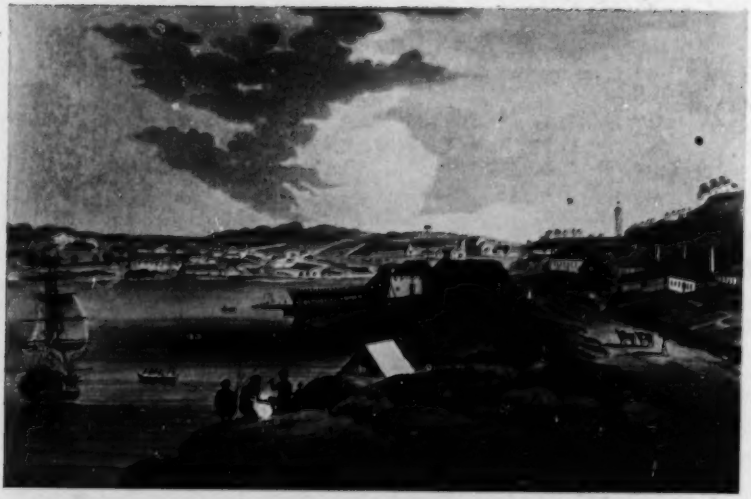
251. ROMNEY, Earl of.—President of the Marine Society.

Mezzo. Full length. 23¼×15. *J. Reynolds—Finlayson.* 1773.
(Proof before letters.)

252. "ROSCIUS." American packet ship of 700 tons, built in 1836 for the Dramatic Line, managed by E. K. Collins, who afterwards founded the celebrated line of steamers. She was one of the first Dramatic ships, which were characterised by a cross on their foretopsails extending from clew to earing. They ran to Liverpool, though the "Sheridan" of 895 tons built the following year was found too big for the service and transferred to China. "Roscius" nearly came to grief by running on to the Arklow Bank in '44 but was towed off without damage by the steam packet "Shannon." She was com-



ROANOKE. 249



SYDNEY. 291

SAPPHO. 262

TAEPING AND ARIEL. 292

manded in '46 by Capt. Eldridge of "Red Jacket" fame, who afterwards went down in the "Pacific."
Col. Litho. 12×15⅜. *S. Walters—Phyrick.*

253. ROUEN. (One of a pair.)
Col. aqua. 18¼×24¼. *Luttringshausen, etc.*

254. ROYAL NORTHERN YACHT CLUB REGATTA. The Northern is the earliest Scottish yacht club, founded in Belfast in '24, but moved to the Clyde a few years after. The date of the print is probably 1830 when the prefix of "Royal" was granted to the Club.
Col. aqua. 15⅜×23. *Clark—Dutton.* *Findlay.*

255. "ROYAL WILLIAM." Margate and London Steam Packet, built in 1831 at the same time as the "Royal George," with whom she ran in partnership.
Col. aqua. 11⅞×22¼. *W. Tuin.*

256. SACRAMENTO.
Col. Litho. 12⅛×19¼. *Le Breton.* *Gambart.*

257. ST. FRANCIS. Near San Francisco. (An incident during one of La Perouse's famous voyages when he visited the N.W. coast of America, 1785.)
Line. 18¼×27⅛. *Crepin—Prot & Dissart.*

258. "ST. GEORGE." One of the yachts of the Cumberland Society—mentioned in the records of 1795. She appears to have had an exciting season in 1824, for in a match with the great "Don Giovani," suspicion was directed to some of her clientèle for the Giovani" suspicion was directed to some of her clientele for the attachment of a 12 fathom hawser to the "Don's" bottom—the latter winning notwithstanding. Then came the sensational race with "Spitfire," which "St. George" won but was objected to "for receiving help in steering." The subsequent dispute led to the Society splitting up into two factions, one of which formed itself into the R.T.Y.C.
Col. aqua. 5⅜×7. *Church—Merke.* 1810.

259. ST. JOHN'S. Newfoundland.
Col. aqua. 15⅜×23. *Eager—Pyall.* 1831.

260. SALEM. Mass.
Col. Litho. 9⅛×15⅜. *Bachelor—Endicott.* 1856.

261. SAN FRANCISCO. (At the time of the gold boom.)
Col. Litho. 17⅛×30¼. *Michelin—Marvin & Hitchcock.* 1852.

262. "SAPPHO." American schooner, built in 1867. She was a beautiful model but without sufficient power to stand up to her canvas. Beaten by "Palmer" her first season, and also by "Cambria" when she went over to England. Capt. Bob Fish, however, made extensive alterations on her return, and she soon proved herself one of the finest schooners afloat. Defeated "Cambria" on a return visit in '70, her success setting the fashion in cotton canvas. The

following year she was selected to defend the Cup against "Livonia" in the second series of matches and won easily (shown in the print). In '76 sold to Prince Maffer Sciara who was elected a member of the New York Y.C.

Col. Litho. 17⅛×24¼. *Currier & Ives.* 1881.

263. "SCHOMBERG." (Under the title of "The New School" —one of a pair). Black Ball clipper of 2,600 tons. She was built by Hall of Aberdeen to the order of James Baines who was determined to have a monster emigrant ship modelled on the lines of the little tea clippers. She had three skins and was very heavily sparred, her mainmast weighing 15 tons with a mainyard 110 feet long. The celebrated "Bully Forbes" left the "Lightning" to take command, and the print shows her being towed out 6th Oct., 1855, with "Sixty Days to Australia" fluttering from the signal halyards. These hopes unfortunately were not realised. The passage was a somewhat disappointing one, with 368 the best run. Off C. Otway (Australia) she got too close under the land and, with no wind and a strong tide, Forbes ran her on to an unchartered sandbank. He was acquitted at the enquiry, but public opinion broke him and he was never employed again by the Black Ball.

Col. Litho. 16½×24. *Andrew—Dutton.* 1855.

264. "SERINGAPATAM." "The old Seringy." She was the first of what were known as the "Blackwall Frigates"—a type that covered a period from 1837 (the date she was built) to '70. They represented a considerable advance on the old East Indiamen, and the "Seringapatam's," improved speed caused her to be used as a model for many years for Green's later ships. She was renowned all over India for her figurehead of Tippoo Sultan with a drawn scimitar, and natives passing it in the Hughli invariably salaamed. In '41 she got caught badly in the ice, and ten years after weathered a terrific cyclone. She was still afloat in the 'sixties.

Col. Litho. 11½×17⅞. *Dutton—Day.* *Foster.*

265. SEVILLE.

Line. 14⅛×19⅜. *Circa* 1580.

266. SHIPBUILDER. "De Schepps Bouwmeester."

Mezzo. 16½×22. *Rembrandt.* 1633. *Hodges.* 1803. (?)

267. SHIPPING BILLS of Cunard and White Star Line, 1876.

268. SHIPPING DOCUMENTS. Port of Boston and Charlestown. Schooners "Hesther" and "Jubilee." 1799.

269. SIERRA LEONE.

Col. aqua. 23⅜×23¾. *Huggins & Strachan—Duncan.* 1837.

270. SINGAPORE—in 1604, at the time of de Weert's voyage to the East Indies, though he himself had been previously killed in Ceylon. Whilst the Dutch were in Singapore Straits they were attacked by some Portuguese galleys, joined by those of the King of Johore, but beat them off.

Line. 12⅞×10½ *Pub.* 1607.

271. "SIR DAVID SCOTT." East Indiaman, built about 1820 and sold between '31 and '34 when the E.I. Co. disposed of its fleet. An earlier Indiaman of the same name was built on the Thames in 1801.
Col. aqua. 14½×20½. *Huggins—Duncan.* 1833.

272. SMEATON, John. 1724-92. Engineer. Constructed the third Eddystone Lighthouse 1756-9. Built several bridges and the Forth and Clyde Canal. Made improvements in the diving bell.
Line. 5⅜×4⅛. *Brown—Bromley.* 1798.

ADAMS, John. Born 1738. Teacher of navigation.
Line. 6⅛×5⅜. *T. Smith.* *Smith.* 1795.

273. SMUGGLERS. (Transparent engraving.)
Col. Messo. 18½×21½. *After Mrs. Yates.* *Orme,* 1799.

274. "SOBRAON." The largest composite ship ever built; constructed for Lowther, Maxton & Co. in 1866 by Hall. She was 2,131 tons; 317 ft. length overall, and 40 ft. beam. Although intended for an auxiliary, she was never fitted with engines. Built of solid teak with iron beams and carried an acre of canvas. She ran to Sydney up to '71 and afterwards to Melbourne, returning round the Cape of Good Hope instead of the Horn. Her accommodation for passengers was unequalled, and as their comfort was the main consideration, she was never hard driven. Still, she was by no means slow, and most of her passages were between 70 and 80 days. In '91 she was sold as a reformatory ship for Sydney, and two years later became a training ship for boys entering the Australian Navy.
Water Colour. 12½×19½.

275. SOCIETY ISLANDS. Pacific.
Col. aqua. 17½×23½. *Cleveley.*

276. "SOUTH AMERICA." Hudson River passenger steamer built for the People's Line night service in '41. She was a somewhat narrow crank vessel and regarded by many as unsafe. In '49 ran on the day service and sold in '62 to be broken up.
Col. Litho. 17⅞×32½. *C. Sandford.* *Endicott.*

277. SOUTHAMPTON.
Col. Map. 15×16⅝. 1576.

278. "SOUTH AUSTRALIA." 1,040 tons. Composite ship built by Pile for Devitt and Moore's, Adelaide line. She was a fine sea boat and had exceptionally good accommodation for passengers with a poop 80 feet long. She was commanded by David Bruce, a fine old-time sailorman, whose three sons all in turn commanded the "South Australia." She continued on the Adelaide run, with occasional trips to Melbourne. She was condemned after a collision in '89.
Col. Litho. 14½×24. *Dutton.* (*Proof before letters.*)

279. SOUTH SEA BUBBLE. Caricature. "Lucifer's new row-barge for first rate passengers.
Line. 18⅜×16½. *Circa* 1720.

280. "SPHINX." Cutter, 47 tons. Owned by Mr. Maudslay and built by Hatcher in 1865. She won the Albert Cup her first season, and finished up second winner to "Fiona." Next year she passed into Mr. Earle's hands who secured a number of prizes with her. One of the originators of the spinnaker—the sail being named after her (originally "sphinxer").

Col. Litho. 14½×23½. *Dutton.* *Foster.*

281. "SPINDRIFT." Composite tea clipper built in 1867 for Findlay; 899 tons. Her length was 219 ft., and beam 35½, which represented more beams to length than any other clipper built of wood She also carried one of the largest sail plans in the trade, and was nicknamed the "Giblet Pie"—all legs and wings. She was unquestionably one of the fastest clippers in the tea fleet, and gave a test of her quality by doing the best time home in '68 with a passage of 97 days, just beating the redoubtable "Ariel." Was wrecked outward bound the following year at Dungeness. It was a beautiful clear moonlight night, and the pilot apparently mistook a star for the light. Her loss so affected Findlay that his mind became unhinged.

Water Colour. 17½×20. *J. Taylor.* 1867.

282. STANHOPE, Charles—Third Earl (1753-1816). Eminent scientist and engineer. Worked with Fulton and patented steam vessels which were approved by Admiralty. (1790 and '07.) Invented amongst other things a microscopic lens and projected a canal from Holsworth to Bristol Channel. Published several scientific works including the "Principles of Electricity." As a politician, he was always "agin' the Government," and an ardent supporter of the American and French revolutions.

Mezzo. 13½×10¾. *Trudhonne—T. Watson.* 1775.

283. STAR CHART.

20×23½. *C. Allard.* 1700.

284. "STAR OF PEACE." The fastest of the early Aberdeen clippers, built in 1855 with a tonnage of 1,114. She was a rakish looking craft with long overhangs and carried a heavy press of sail. Under Capt. Sproat she put up the fine performance of doing four consecutive voyages to Sydney under 80 days, two of which were 77. The Aberdeen White Star clippers were renowned for their smartness and the way they were kept up, and in port won the admiration of all who saw them. The "Star of Peace" was eventually sold to Burn Philips of Sydney, and after being a hulk at Thursday Island, was broken up in '95.

Water Colour. 13½×20¾.

285. STEAM BOAT. With concealed engines and paddles. Andrew Smith's patent for the navigation of canals; suitable for pleasure or towing. The advantages of the former are demonstrated in the print.

Col. Litho. 7½×18½. *By Day & Haghe.* *Circa* 1825.

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SOUTH SEA BUBBLE. 279

TRUE BRITON. 299

UNION YATCH (1751). 301

286. STEERS, George. Celebrated American designer and shipbuilder. Entered into partnership in 1843 with Hathorne. The "America" gave him a world-wide reputation, though she was only one of his successes which included the early "Maria"—a yacht much ahead of her time. Designed the "Adriatic" and "Niagara" for the Collins and Cunard Lines and built the clipper ship "Sunny South"—a vessel which subsequently earned notoriety as the slaver "Emmanuela." He died in '56 through being thrown from his horse.
Line. 6×4½. *By Jackson.* *Appleton.*

FULTON, Robert. 1765-1815. Brilliant mechanical genius. Although born in Pennsylvania his early experiments were conducted in England and France. Returned to New York in 1806 and built the "Clermont," the first practical American steamboat. Several others followed, and in '14 he launched the "Fulton," the first war steamer ever constructed. He died the following year, his end being hastened by the anxiety of various lawsuits connected with his patents. The torpedo and submarine owe their origin largely to Fulton.
Drawing. Act. 7×5½. *Miss Emmett.*

287. SURINAM. Dutch Guina.
Col. aqua. 15×22½. *Beranger—Dieterich.* 1817.

288. "SVERIGE." Swedish schooner; 280 tons; built on the lines of the "America." Challenged the latter in 1852 to a private match which "America" won comfortably. Gained a certain number of prizes but generally overshadowed her opponents by her tonnage. Won the race depicted in the print but was disqualified—a verdict which led to much bad feeling and a law suit.
Col. Litho. 17×25⅝. *Robins—Dutton.* 1854.

289. SWANSEA.
Col. aqua. 14⅝×26½. *Richardson.*

290. "SWIFTSURE." One of the numerous American built ships that were either bought or chartered by English firms during the height of the Australian gold rush in 1854. She was launched that year at Boston and originally called the "Fatherland"; tonnage 1,326. Was acquired by Greens, and for a long time was on the Melbourne run. In '71 sold to Hall Brothers of London, and came to grief thirteen years later on the coast of Tripoli.
Col. Litho. 12×18⅝. *Dutton—Day.* *Foster.*

291. SYDNEY.
Col. aqua. 15⅜×24. *Dayes—Jukes.* 1804.

291A. SYDNEY. (One of a set of three.)
Col. aqua. 15⅜×23. *Major Taylor—Havell.* 1823.

292. "TAEPING." Roger's famous tea clipper, 767 tons, and another of Steele's fliers. One of the first clippers to be built on the composite principle in 1863. On her maiden voyage home she was dismasted, but made a fine passage of 88 days from Amoy. The

wonderful race of '66, in which she was commanded by Capt. McKinnon, has been described under "Ariel." She was just beaten home by the latter the following season. Took part in every tea race up till '72, when she was wrecked on the Paracels.
Col. Litho. 12×18. *Dutton.* 1866.

293. "THOMAS COUTTS." The best known of the later "John Company" ships built in the Blackwall Yard, 1817. Tonnage 1,334; mounted 26 guns, and carried a crew of 130 men. She was a beautiful as well as a fast ship; crossed three skysail yards, and would have held her own in any company. In '28, commanded by Capt. Chrystie, she went out to Bombay in 82 days, and after proceeding to China *via* Sigapore, arrived back in the Downs within 10 days of a year. This constituted at the time the fastest voyage on record.
Col. aqua. 14⅛×22½. *Huggins—Duncan.* (*Proof before letters.*)

294. TOBAGO. West Indies.
Col. aqua. 11½×17½. *McArthur—Rosenberg.* 1834.

295. TOMPION, Thomas. 1613-1713. Father of English watchmaking; invented the balance spring. Made clocks for the Royal Observatory; also barometers and sundials for William III.
Mezzo. ½ *length.* 13⅛×9⅝. *G. Kneller—J. Smith*

296. "TRIDENT." 971 tons; 300 h.p. Built for the General Steam by Wigram and Green in 1841 and designed to be the finest steamer in British waters—a distinction that she earned. The following year when Queen Victoria visited Scotland in the new "Victoria & Albert," she was passed on the way by the "Trident" with the greatest ease. Her Majesty had a few comments to make on the subject, with the result that the "Trident" was chartered for the return journey (shown in the print) to her entire satisfaction. In '44 she did the passage from Poplar to Edinburgh in 37 hours—a fine performance. She was splendidly built for sea work, and it was only in '84 that she was laid aside and converted into a coal hulk.
Col. aqua. 14⅛×23⅛. *Huggins—Duncan.* 1843.

"CHARLOTTE DUNDAS." The first really practical steamboat, built under the direction of Symington in 1802 with the help of Lord Dundas. She cost £3,000, was 56 feet in length, and had a stern wheel driven by the first direct-acting engine ever constructed. She could tow a 70-ton barge at a little over 3 knots, and the Duke of Bridgewater was so impressed that he ordered eight similar vessels from Symington for service on his canal. Unfortunately he died long before they could be completed, and the "Charlotte" was hounded off the canal and allowed to rot—a monument to genius and prejudice.
Col. Litho. 4⅜×6½. *Bourne—Chiffins.* 1848.
(With engine plan below.)

297. TRIESTE.
Col. aqua. 10⅜×16. *Artaria.*

298. TRINCOMALEE. Ceylon. (One of a set of three.)
Col. aqua. 13×18. *Daniell.* 1807.

299. "TRUE BRITON." Indiaman of 1,198 tons, built for Wigram at Deptford in 1790. She was taken up on completion by the E.I. Co., and made seven round voyages to India and China and laid the foundation of Wigram's fortune. On her eighth voyage, in 1809, between Bombay and China, with a cargo valued at £22,300, she parted company from the other Indiamen and was never heard of again.

Col. aqua. 15⅛×25⅜. *C. Turner.* *C. Turner.* 1807.

300. TUNIS. (Showing Carthage.)

Line. 12⅜×16½. *C.* 1580.

301. "UNION." "Yatch." Owned by Baptist May—with a view of his house at Hammersmith.

Line. 8⅝×11⅜. *Fayram—Major.* 1751.

301A. VANDERVELDE, William. Family of famous Dutch marine artists. The father was such an enthusiast in his art that he frequently watched the great naval battles of the period from a small boat in order to ensure accuracy. Both father and son were invited to England by Charles II and pensioned by the Crown. The print, with the inscription of "ship's draughtsman to Charles II," probably refers to the son (1633-1707). He excelled his father in artistic merit although not in fidelity to nature.

Line. 7⅜×6⅝. *Kneller—Sibelius.*

SILO, Adam. Born 1670 in Amsterdam; marine painter and draughtsman; was engaged by Peter the Great to teach ship-building, and painted pictures for him.

Line. 5⅛×5⅜.

302. VENETIAN GALLEY.

Line. 10½×17. 1601.

303. VENICE.

Line. 15⅛×21. *Circa* 1580.

304. "VENUS." Wooden paddle, built for the General Steam in 1821 with a tonnage of 300 and engines of 70 h.p. She was designed for the Richmond and Margate service, and in the early 'forties was largely used for excursions across channel to Calais. Hulked in '45.

Col. aqua. 14⅛×20⅛. *Huggins—Sutherland.* 1823.

305. "VENUS." China packet; 770 tons, 240 h.p. She did 17½ knots on her trial, and when the Civil War broke out she was immediately acquired for blockade running. In this capacity she proved one of the most successful of the fleet, but was finaly cornered and destroyed in '63 by the "Nausemond."

Col. Litho. 13⅜×26. *Taylor—Brooks.* 1863.

306. VERA CRUZ.

Col. Litho. 15⅛×24⅛. *Egerton.* 1840.

307. "VERNON." Built at Blackwall for Greens in 1839 and launched with side paddles of 30 h.p. They did not prove a success, however, and were removed before sailing. Originally in the Indian

trade, but transferred to Australia during the gold boom. Subsequently became a reformatory school at Sydney, and was burned whilst being dismantled in '94.

Col. aqua. 18×27½. *Lynn—Gettes.* (*On her trial trip in '39.*)

308. "VICTORIA." Screw gunboat built for the Australian colony of that name and launched in 1852. The first warship ever built for a British Colony, mounting seven 32 pdrs.; tonnage 580, h.p. 600. She was used for surveying and as a training ship, and existed in Australian waters for many years.

Col. Litho. 14½×24½. *Taylor—Brooks.* 1856.

309. "VICTORIA." Named after the Queen and launched on her accession day, Sept. 1837. Owned by the Hull Steam Shipping Co.; 1,200 tons, 400 h.p. Her early career seems to have been characterised by boiler accidents attended twice by fatal results.

Col. aqua. 18½×27½. *Ward—Reeve.*

310. "VICTORIA." American Packet of 1,000 tons, built about 1835 by Brown and Bell of New York. The print shows her entering New York harbour.

Litho. 10⅝×15⅞. *Dutton—Day & Haghe.* *Foster.*

311. "VICTORY." Early paddle, built at Rotherhithe in 1818 for the Richmond, Gravesend and Margate service; 160 tons, 40 h.p. Her first owners failed, but afterwards she was made to pay and ran excursions to Margate for many years. As late as '42, carrying 400 excursionists, she collided with a collier brig off Barking, but luckily did not sink.

Col. aqua. 15⅜×23⅝. *J. Hudson.* 1821.

312. VIRGINIA. (Map 11½ × 16.) At the time when Raleigh and Grenville made the first permanent English settlement in 1585. There was no real government in the country till it was taken over by the "London Company" in 1606. The map includes from Cape Look Out to the mouth of the Chesapeake, with Cape Hatteras in the centre.

313. "VISCOUNT MELBOURNE." Ship of 670 tons, built for Marjoribanks of London for the East India trade. Taken off the register in '42.

Col. aqua. 14×21⅛. *Huggins—Rosenberg.* 1841.

314. "VOLANTE." Cutter 48 tons. Built by Harvey to Ratsey's design. Took part in the original America Cup race, but had a collision when lying second, and retired with a sprung bowsprit. Raced with great success, and owned latterly by Mr. Maudslay won many prizes which included the first ocean race organized by the R.T.Y.C. in '62. Was lengthened that year which more or less put her out of the H'cap class.

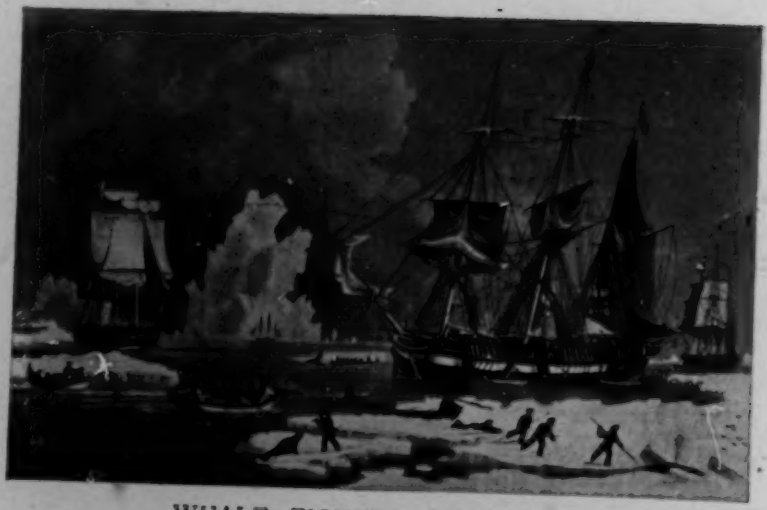
Col. Litho. 12½×18. *Dutton—Day.* 1852.

315. "WALMER CASTLE." One of Green's frigate-built ships, constructed by Pile of Sunderland, 1855; 1,064 tons. Owned by J. K. Welsh in '75 and burnt at Samarang a year later.

Col. Litho. 12×17. *Dutton—Day* 1862.

VICTORIA. 309

WHITE STAR. 326



WHALE FISHERY (HARMONY). 140

WHALE FISHING. 323

316. "WARREN HASTINGS." East Indiaman. Built at Barnards in 1802. She one of the sixteen Indiamen which, in 1804, under Commodore Dance, beat off Linois' French squadron. In June '05, whilst homeward bound in the S. Atlantic, she fell in with the French frigate "Piémontaise" (48 guns). Although her armament and crew had been considerably reduced and her decks were littered up with gear, the "Hastings" put up a gallant defence, and it was only after an action of 4½ hours that she hauled down her flag. The prize crew behaved with the greatest brutality and wounded five of the Indiaman's officers in cold blood.
Aqua. 15⅛×25¾. *Huggins after Rennet.* *Sutherland.*

317. "WATERWITCH." Humber Union Steamship Co. Launched in 1835 as a consort to "Vivid," and like that ship sold to the General Steam in '41. Both did good service till the middle 'fifties, though the "Vivid" was nearly lost by collision in '42 and only saved by her captain running her on the mud.
Col. aqua. 18½×27. *Ward—Reeve.*

318. WATT, James. 1736-1819. The great improver of the steam engine, particularly as regards the introduction of the piston. Went into partnership in '74 with Boulton (see), and two years later patented the "Watt steam engine." Projected a screw propeller in '84. In addition to many useful discoveries in mechanics and chemistry, did much useful work in the surveys and improvements of numerous canals and harbours.
Mezzo. 18×24½. *Sir T. Lawrence—C. Turner.* (*Proof.*) *Turner.* '15.

319. WELLINGTON, N.Z. (One of a pair.)
Col. Litho. 14½×20⅜. *Heaphy—Allam.* 1844.

320. WEXFORD.
Col. aqua. 22⅛×47⅜. *Capt. Mitchell—Smart & Sutherland.* 1820.

321. WHALE FISHING. Dedicated to St. John Eyles—sub-governor of the South Sea Companies.
Line. 10×15. *Kirkall. Circa* 1720.

322. WHALE FISHING. Set of four.
Col. aqua. 5¼×7. *J. Clark—Dubourg.* 1813.

323. WHALE FISHING. "Péche du cachalot." (One of a pair.)
French aqua. 22×31¼. *Garneray—Jaset.* *Circa* 1820.

324. WHALE FISHING. Davis Straits. (One of a pair.)
Aqua. 15⅛×25¼. *Dodd.* *Boydell.* 1759.

325. WHAMPOA. Canton River. (Anchorage of East India Co.'s ships—shows "Waterloo.")
Col. aqua. 14⅛×23¾. *Huggins—Duncan.* 1835.

326. "WHITE STAR." 2,339 tons. One of the three fine clippers built across the Atlantic for the Australian trade in '54, "Blue Jacket" and "Shalimar" being the others. She was the most celebrated of the trio and the largest clipper built by Wright of New Brunswick. She soon proved herself the flier of the White Star Line,

and in '56 beat the ill-fated auxiliary "Royal Charter" 10 days port to port. In '60, whilst going out to Melbourne in 69 days, she ran 3,306 miles in 10 days. Wrecked in '83.
Col. Litho. 14×20⅜. *f. R. Isaac.*

327. "WILBERFORCE"—610 tons; 280 h.p. Built in 1837 for the Hull Union and capable of mounting three guns. Purchased by the General Steam in '41 and generally employed on service between the Tower of London and Hamburg. Broken up '56.
Col. aqua. 18×26⅞. *Ward—Reeve.*

328. WITCH OF THE WAVES." American clipper ship of 1494 tons, built at Portsmouth N.H. in 1851 for Bertram and Peabody of Salem, Mass. She was a strikingly handsome vessel and more suitable for the China than for the Californian trade. Her first voyage was to California, Hongkong and Canton, where she loaded tea for London. It partook of an international race, the seven competitors including smashers of the stamp of "Challenge," "Surprise" and "Nightingale." The "Witch" did a remarkably fine run home of 90 days, beating the next comer, "Challenger," by 15 days, though it is only fair to add that she had much the best of the monsoon. The freight on this season's tea was £8 per ton—the highest ever paid. A second "Witch" was built in '56. 1838.
Etching. 9⅞×9⅞. *(Oval.) F. de la motte.*

329. WORLD. Map. (Ptolemy's.)

330. WORLD (Map.) From the Berlinghieri Atlas. This was printed circa 1480, the first actual atlas to be published being Ptolemy's, the first edition of which was issued at Rome 1478. *Circa* 1515.

331. WORLD. (Map.) Published in Nuremberg Chronicle, 1493.

332. WORLD. (Map.) Published by Allard circa 1700. The interest here is that California is still shown as an island.

333. "A Yacht." Close hauled.
Col. aqua. 7⅛×10½. *Butterworth—Lawrie.*

334. YARBOROUGH, Earl of.—The first Commodore of the Royal Yacht Squadron, and played a great part in its establishment. One of the early Squadron enthusiasts who provided the nation with a small reserve fleet of miniature war vessels—as were his "Falcon" and "Kestrel." Took part at Navarino in the former. Entertained with almost royal hospitality, and initiated several Squadron cruises across the Channel. Died in the "Kestrel" at Vigo in '46, and was succeeded as Commodore by the Earl of Wilton. 1795.
Mezzo. ¾ *length.* 16½×18½. *Brig—Ward.*

335. YARMOUTH. (At the time of Nelson's arrival after Copenhagen.) *Bates.* 1841.
Aqua.

336. ZANTE. (One of a pair—published without titles.)
Col. aqua. 15⅛×24⅛. *Cartwright—Havell.*

PENNY AND HULL, LONDON, E.1.

TATE GALLERY
MILLBANK